

NORTH WESTERN CANADA.

A Practical Guide to the Illimitable Fertile
Regions of

Manitoba & the North West Territories

BY ACTON BURROWS.

Winnipeg

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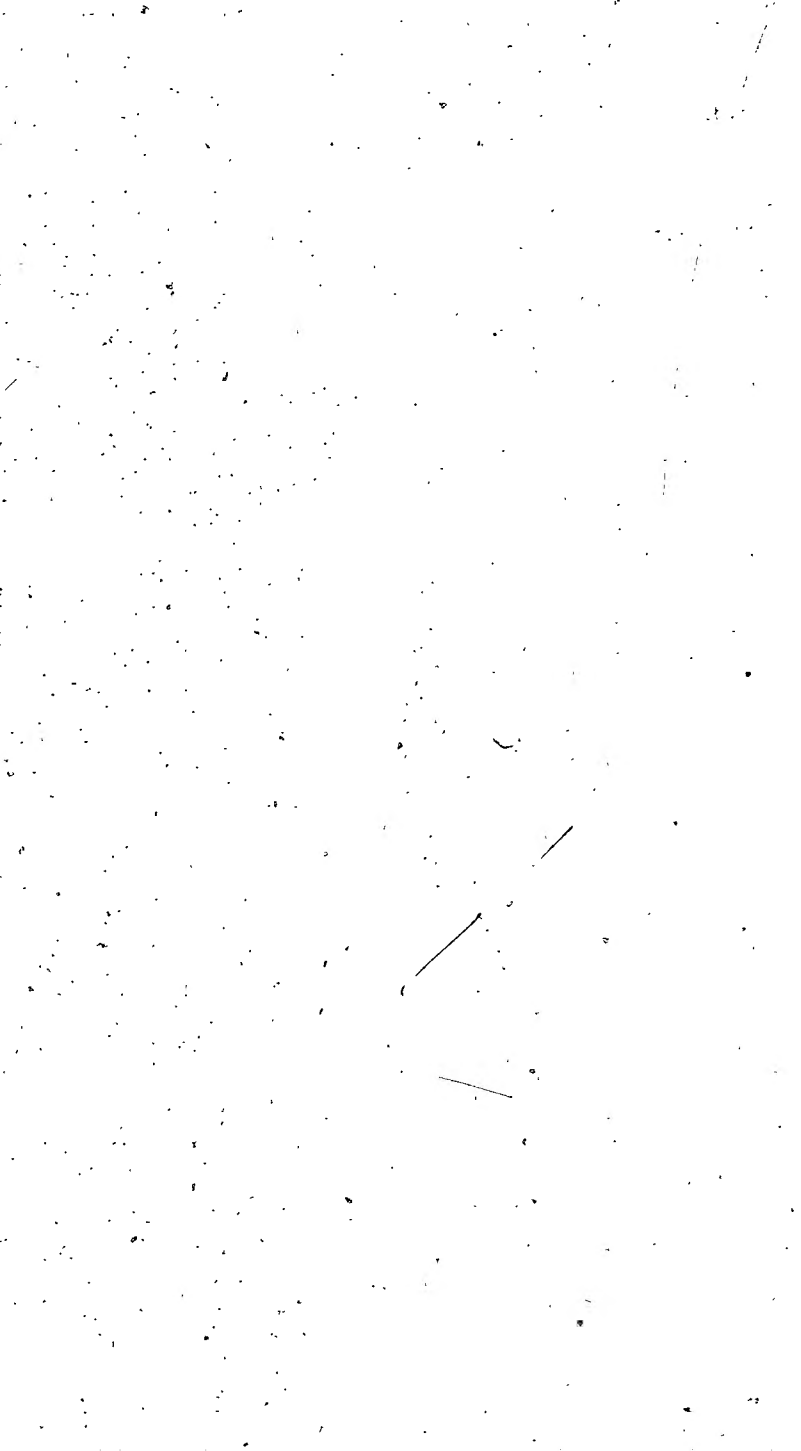
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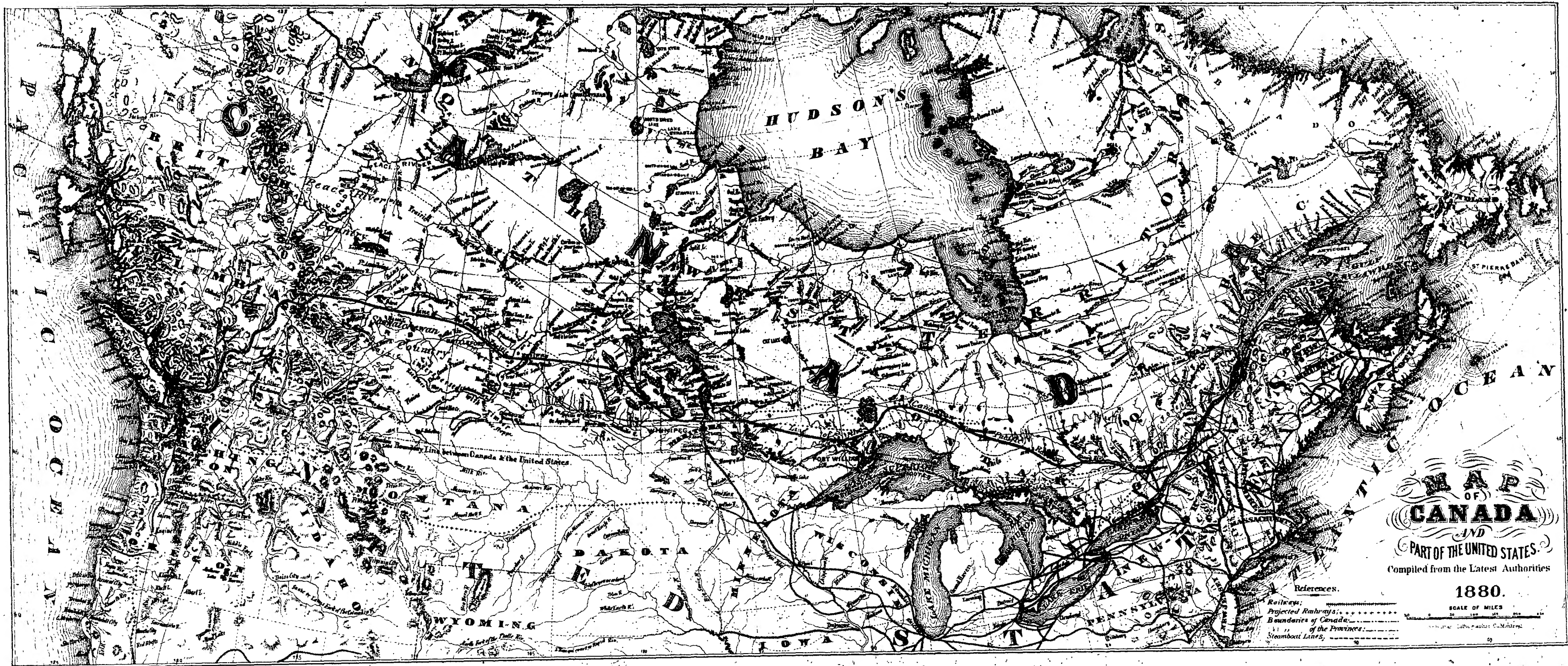
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MAP
OF
CANADA
AND
PART OF THE UNITED STATES
Compiled from the Latest Authorities

1880.

References.
Railways: ————
Projected Railways: - - - - -
Boundaries of Canada: ————
of the Provinces: - - - - -
Steamboat Lines: - - - - -

SCALE OF MILES
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THE vast amount of new information which has been obtained during the past year in reference to the North West Territories and Manitoba, renders necessary the publication of a Guide Book, which, in concise pamphlet form, will place before the people of the older provinces of the Confederation, as well as the agricultural classes of the United Kingdom, the extraordinary advantages which are offered to settlers in the Prairie Province and the illimitable fertile territory lying between it and the Rocky Mountains. With these objects in view, *North Western Canada* has been written. No attempt has been made at literary brilliancy, the desire of the writer being to place before its readers practical information which may assist them in securing homes in a region in the important future of which he has unbounded confidence. Nor is any claim made to entire originality. Many pamphlets, several of them of considerable merit, have been issued on the subjects of which the present one treats. Their information has been carefully collected and is here presented in a concise form, together with the personal experiences of the writer while a resident in Manitoba, and during an extended trip which he made in the North West Territories last summer.

WINNIPEG, FEBRUARY, 1880.

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NORTH WESTERN CANADA.

"I hear the tread of pioneers,
Of nations yet to be,
The first low wash of waves, where soon
Shall roll a human sea."

THERE are unmistakeable indications that during the present and many succeeding years, a much larger number of emigrants will annually leave the shores of the United Kingdom, to seek new homes, than heretofore. It is not necessary to become a Malthusian to agree with the correctness of Malthus' statement, ventured nearly a century ago, that before a hundred years had elapsed, the agricultural and manufacturing resources of Great Britain would be unable to support her increased population. Though, during a period of but little more than ten years, two millions of people emigrated from Great Britain alone, the Registrar-General's statistics show that in England the natural increase of the population is nearly 250,000 a year greater than the depopulation by means of emigration. The temporary cessation of extensive emigration during the past few years has produced its natural result, a plethora of labor and consequent distress. In this respect the agricultural classes have been severe sufferers. The perfection of labor-saving machinery, especially that used in harvesting and the cultivation of the soil, has lessened the demand for agricultural laborers, while the competition to which British farmers are exposed by the grain of new countries, where land is cheap and production consequently possible at a much less rate than in Britain, has turned attention to the necessity of old country farms having for the future a much less area of arable land, and a greater breadth of pasturage; in other words, that to be at all able to make both ends meet, expenses must be reduced and the branch of farming adopted which requires a minimum of labor. In view of these facts, it is a certainty that not only agricultural laborers in large numbers, but also tenant farmers, will exchange their present unfortunate positions in Britain, for locations in new lands, where by moderate perseverance they may soon obtain a competency, and secure for their families a successful start in life. To such, the all important question is, "Where is the best place to go?" The writer of these pages endeavors to answer; not by a gushing, exaggerated, Americanized puff of a fancied El Dorado, or by holding out the inducement of a land flowing with milk and honey, but by producing from official and authentic sources evidence of the great fertility of the region of which this pamphlet treats; of its suitability for settlement, and of the positive assurance of prosperity which can be given to those who locate within its borders. During last summer, three distinguished members of the Canadian Government visited England; one of the important results

of their mission being the inspection of the principal agricultural provinces of the Dominion, especially Manitoba, and the North West, by delegates representing large bodies of English and Scotch farmers. These delegates, whose reports have appeared in a number of newspapers, and several of which are reproduced in another portion of this pamphlet, were so thoroughly satisfied with their visit, that they unanimously recommended Canada as a desirable field for settlement. Messrs. Clare Sewell Reed, M.P., and Albert Pell, M.P., members of the Royal Commission on the state of the agricultural interests, subsequently visited the Dominion, and were afforded excellent opportunities of judging of its agricultural capabilities. Since these visits, British newspapers, many of which previously showed a lamentable ignorance of matters affecting Canada, have discussed the results of the missions, and heartily agreed in the general tribute to the advantages offered by the Canadian North West as greater than those to be found in any other colonial dependency, or in any foreign country.

VASTNESS OF THE TERRITORY.

Over two hundred years ago, Charles II. granted to Prince Rupert and his associates, under the title of the Company of Adventurers Trading into Hudson's Bay, the enormous area of territory comprised in North Western Canada. The richness of the region in the production of fur bearing animals, and the certainty that with the advent of settlement would come the death knell of their trade, induced the Company to cling to their possession with determined tenacity, to misrepresent the soil and the climate, and to put every possible obstacle in the way of those who sought to open to immigrants the fertile areas of which but little was then generally known. As a consequence, the Western States of the American Union were brought into greater prominence than they otherwise would have been, and a stream of European emigration directed to them that should have found its way into Canada. Such a state of things could not last. Occasionally a traveller, full of enthusiasm at the brilliant prospect he believed to be in store for the North West, would publish his impressions, but no general public attention can be said to have been directed to it until after 1857, when an elaborate exploration was made by Professor Hind, under the auspices of the Canadian Government. The press took the matter up, it was frequently referred to in Parliament, the Government of the day made the annexation of Rupert's Land a part of their policy, and in 1869, an arrangement was effected between the Imperial and Canadian Governments and the Company, by which the whole territory was transferred to Canada in return for a large cash payment and a land grant. The right of the Company having been secured, the next step requisite was the extinguishment of the Indian title to the soil. A number of treaties have been made with the aboriginals, for whom, in return for their claims, there are reserved sufficient tracts of land for cultivation, which are supplemented by annual payments in money.

To those accustomed to the comparative diminutiveness of the area of European countries, the vast extent of territory embraced within the

Dominion of Canada may seem almost incredible. The Confederacy extends from the Atlantic Ocean on the east, to the Pacific Ocean on the west, a distance of over 3,000 miles. The southern boundary reaches in one place to a little below the 42nd parallel of north latitude, the northern boundary extending to the Arctic Ocean. All the continent of North America north of the United States, except Alaska, belongs to Canada, which has within its borders the whole of British North America except Newfoundland. The total area of Canada is 3,528,705 square miles, about the same as the entire European continent and half a million square miles larger than the whole of the United States, without the territory of Alaska. Canada's territorial area is only exceeded by the British, Russian and Chinese empires, and possibly by Brazil. Its wheat zone extends over 600,000,000 acres.

For the purpose of government the Dominion is divided into seven provinces and the North-West Territories. The provinces are, Prince Edward Island, Nova Scotia, New Brunswick, Quebec, Ontario, Manitoba and British Columbia.

The North Western portion of the Dominion is composed of Manitoba and the North West Territories. The province of Manitoba is situated about equidistant between the Atlantic and Pacific Oceans on the east and west, and occupies a similar position between the Arctic Ocean and the Gulf of Mexico on the north and south. It is in about the same latitude as Belgium and parts of Austria and Prussia, and extends from the 96th to the 99th meridians of west longitude, being bounded on the south by the international line between Canada and the United States, and on the north by a line drawn about midway between the 50th and 51st parallels of north latitude. It contains about nine million acres of land, but a small portion when compared with the vast extent of the North-West Territories.

These Territories, bounded on the south by the international line, parallel 49, north latitude, extend northerly to the 55th parallel. On the east they are bounded by the Province of Manitoba and Lake Winnipeg, and on the west by the Rocky Mountains. They are some 900 miles from east to west, and about 460 from south to north. Their area is estimated at 2,750,000 square miles, or 1,760,000,000 acres, being nearly two-thirds the size of Europe. Of this immense tract of land fully two hundred million acres have soil of the richest description.

THE CLIMATE.

Of the greatest importance to the emigrant, in deciding whither to proceed to his new home, is the question of climate, so that he may select a country where health is assured and where the conditions are the most favorable for successful husbandry. In North Western Canada these desired conditions are found. The variations of temperature are great, but by no means sudden, and the seasons follow each other in such a manner

that the system is imperceptibly prepared for the change. As the sun approaches its northern altitude, snow-clad lands give place to prairies covered with luxuriant vegetation, presenting a surface of natural beauty, tinted with the rich colors of blossoming flowers; ice-bound streams throw off their winter coverings and assist in the great work of nature. By the middle of April, the sun has melted away all traces of the winter's snow, the frost has left the ground and spring fairly set in. But vegetation has taken an earlier start, progressing even before the frost is out of the ground, and sowing is generally commenced when the soil is thawed to a depth of about six inches, farmers preferring not to wait, believing that growth is assisted by the heat of the sun, causing constant evaporation from the underlying strata of frost. Wheat has been sown in Manitoba as early as the 3rd of April, and plowing commenced on the 5th, fully 10 days earlier than in the Ottawa Valley and many other portions of the Province of Ontario. Frosts seldom occur late in April or in May. In 1879 a slight visitation of this nature occurred, but wheat was not injured, though in the north of France vines suffered severely from a similar cause. The North West spring is generally a drier season than in Ontario.

June, July, August and a part of September, comprise the summer months. A dry summer is almost unknown. Frequent showers occur during May, June and July, with heavy dews at night. The following table shows a statement of the mean temperatures for three of the summer months in Manitoba, and in Battleford, the Capital of the North-West Territories; as compared with those of the Province of Ontario, and of the States of Minnesota, Illinois, Iowa, Wisconsin, New York and Florida, in the American Union.

	June.	July.	August.
Manitoba.....	63.20	68.19	67.34
Battleford.....	60.35	63.95	67.79
Ontario.....	61.85	67.49	66.38
Minnesota.....	67.09	73.05	72.00
Illinois.....	62.07	70.08	66.05
Iowa.....	66.04	70.05	63.09
Wisconsin.....	61.07	68.06	65.07
New York.....	64.02	68.05	66.07
Florida.....	80.00	82.00	82.00

These figures, prepared from official sources, show that the heat of summer is not oppressive in the North West. The nights are deliciously cool and bracing, a blanket can always be borne on the bed, and the wretched discomfort of hot and consequently often sleepless nights is unknown. Frosts during the season of growth are very rare and scarcely ever injurious. Fruits and vegetables that cannot be grown successfully in the open air in England, here come to perfect maturity in August and September, their ripening being assisted by the large amount of sunlight,

which, during July for example, is fully two hours per day more than in New York. Hay cutting is generally commenced about the middle of July, and harvest begins about the first week in August. It is very seldom that wet weather interferes with harvesting operations. In every respect the summers of the North West are more favorable than those of the United Kingdom, or of the older provinces of Canada. They are more uniform; better supplied with rain during their earlier stages; warmer for the rapid ripening of grain, and have longer days.

Autumn commences early; about the 20th of September, the first frost sometimes occurs by the 15th, but is by no means intense. Generally this season is a dry one. A slight snow-fall often comes early in October, followed by a delicious season of Indian summer, generally lasting for a fortnight or more, during which the atmosphere is hazy, calm and pleasant, nature appearing to be resting after her summer's labors.

Owing to its northern latitude, the North West was for a considerable time looked on as a region of Arctic severity. This erroneous idea has been fully dissipated, and settlers in the new land recognize and appreciate the advantages of its bracing winters. About the middle of November the ground is generally frozen; the first lasting snow falls early in December; the total fall for the winter averaging 14 to 16 inches. In exposed situations the soil is penetrated by frost to a depth of from three to four feet. Where the earth is covered by snow, it is seldom frozen deeper than eighteen inches. The thermometer, during winter, sometimes ranges to from 30 to 40 degrees below zero, but the atmosphere is bright, dry and exhilarating, and this extreme of cold is found easier to bear, any to be more healthy than the piercing humidity of eastern and many southern climes. Old countrymen do not find the cold at all severe, and are agreeably surprised at the absence of hardships which would be caused by the same degree of cold in a more humid climate. There are few severe storms in winter. Buffalos graze out the whole winter, going even to the far north; horses run out through the coldest weather, scraping the snow away and securing luxuriant herbage beneath. Many of them, which have been completely run down in condition during the summer by over-work at teaming heavy loads, are brought in in the spring, thoroughly recuperated and ready for another season's work. Several cases are known where the bands have been found largely increased by the foals dropped during the winter and successfully reared in the open by their dams. Cattle winter out in many places. Half-breed hunters, and many freighters, live all the year round in tents of dressed buffalo hide. The winter nights are clear and beautiful.

In April, 1879, Mr. W. A. Loucks, a practical farmer of great experience, was examined before a Committee of the House of Commons. In answer to the question, "Is the climate of Manitoba rigorous?" he replied:—

"This is the third winter I have been there. In the winter of 1876 there was a very slight fall of snow and little sleighing. It was cold, a firm, dry cold. I have

never been obliged to wear any more clothes than I did in Ontario. I have worn the same old coat for farm work which I did in Ontario, and I have felt the effects of the cold no more than I did here. During last winter, 1877, there was no sleighing at all; our travelling was done on the rivers, going on the ice long distances to get to the markets. This winter, about the general depth of snow is eight inches. I have received a letter from my son, saying that the grass is getting green, and that the cattle are grazing on the prairies. The winter is about the same length as here. Further than that; you can plough until the first frost, but the moment the frost comes it will freeze down seven or eight inches. The frost in places goes very deep into the soil; and when it goes out, in about two weeks, I do not doubt but that we shall hear of farmers ploughing. When the frost goes out of the ground, except to a depth of about three inches, we can sow our grain."

From what has been said in reference to the climate, the reader cannot fail to have been convinced that in North Western Canada is to be found

THE PERFECTION OF HEALTHFULNESS.

"Humidity is absent; the air is bracing and dry; stagnant waters and their poisonous exhalations are unknown; fogs and mists do not occur. No epidemic has ever visited any portion of the region, with a single exception, when small-pox, first contracted in Montreal, broke out among the Icelandic settlers on the shores of Lake Winnipeg. Stringent quarantine regulations were enforced, and the scourge confined to very narrow limits. To the absence of the cold Atlantic winds, coupled with other favorable climatic influences, is doubtless attributable the remarkable freedom from consumption. The value of residence in a northern over a southern climate, in cases of consumption, is strongly recognized by Surgeon G. K. Wood, of the United States Army, who says:—

"The present injudicious course of sending consumptives, to the hot, low and moist coast, and the islands of the Gulf of Mexico, should be abandoned. In diseases of debility, the remedies are tonics and stimulants. What is more debilitating than affections of the lungs? It is simply not cold, and has no other advantage over the Northern States."

Fevers are but little known; ague, so common in many of the United States, is almost unheard of. In brief, those who desire a healthy home, who wish to prolong their lives and to secure for their children vigorous constitutions, should settle in North Western Canada.

Harvey J. Philpot, M.D., Assistant Surgeon to Her Majesty's Forces in the Crimea and Turkey, says, in his "Guide Book to Canada," :

"Canada is an exceptionally healthy country. I do not hesitate to make the statement after seven years in the country engaged in an extensive medical practice. As a race the Canadians are fine, tall, handsome, powerful men, well built, active, tough as pine knot, and bearded like pards. The good food upon which they have been brought up, with the invigorating climate, appears to develop them to the fullest proportions of the 'genus homo.'"

Marshall, in his recent work on Canada, says :

"I am persuaded that, despite its severity, the climate of Canada is one of the healthiest in the world. It is expressly fitted to develop a hardy race. For the

bringing up of a young family, it is to be preferred very decidedly to the climate of almost all the states of the Union south of the chain of Canadian lakes. The fact of the generally healthy condition of the people, the splendid development of the men, the preservation of the English type of beauty of the women, may be taken in proof of the excellence of the climate. The Canadian, whether English, Irish, or Scotch, is well proportioned and vigorous, often tall, with broad shoulders, sinewy frame, and capable of great endurance. He is quick of resource, enterprising, sober-minded, persistent and trustworthy. The races of the British Isles and of Norway have certainly not degenerated here."

THE RICHEST SOIL IN THE WORLD.

In such a vast extent of territory as that under consideration, uniformity in the quality of the soil cannot be expected, but the results of explorations leaves no doubt that a large proportion of the land is of the richest possible character, ready for cultivation and the immediate growth of crops. The enormous area occupied by this description, and the sufficiency of estate it offers for millions, places in the far future the time when it will be necessary to locate on lands whose soil is of a secondary quality. That there is bad land is readily admitted, but even nearly all this is cultivable, and the fact has been firmly established that no deserts, similar to the arid wastes in many of the United States, exist in Canadian territory.

The extraordinary richness, fertility and apparently inexhaustible productiveness of the soil of the Red River Valley, which comprises a large portion of the Province of Manitoba, are exceeded by none and only equalled by the alluvial delta of the Nile. The average depth of this black argillaceous mould or alluvium, rich in organic deposit, is fully five feet. It rests on a subsoil of from 18 inches to four feet of tenacious clay, exceedingly valuable for brick making. In many places in the Red River Valley, where borings, &c., have been made, the alluvial deposit has been found to extend to the extraordinary depth of from 12 to 15 feet. Its usual depth on the prairies, away from this famous valley, is about 2½ feet. The great richness of this soil is explained by the fact that it is doubtless composed of the droppings of birds and animals and the ashes of the prairie fires, which have accumulated for ages, together with decayed vegetable matter.

Several analysis have been made of these soils, the results of two of which are here given. The first, made by Professor V. Emmerling, Director of the Chemical Laboratory of the Agricultural Association of the University of Kiel, Holstein, Germany, in 1872, gave the following result:—

Potash.....	228.7
Sodium.....	33.8
Phosphoric Acid.....	69.4
Lime.....	682.6
Magnesia.....	16.1
Nitrogen.....	4.861

The Hon. Senator Emil Klotz, at whose request this analysis was made, in transmitting it to Mr. Jacob E. Klotz, agent for the Canadian Government, wrote as follows, under date of Kiel, May 4th, 1872 :—

"After considerable delay, I succeeded in obtaining the analysis of the Manitoba soil from Professor Emmerling, Director of the Chemical Laboratory of the Agricultural Association of this place, and hope it may be of service to you. Annexed I give you our analysis of the most productive soil in Holstein, whereby you will see how exceedingly rich the productive qualities of the Manitoba soil are, and which fully explains the fact that the land in Manitoba is so very fertile, even without manure. The chief nutrients are, first, nitrogen, then potash and phosphoric acid, which predominates there; but what is of particular importance is the lime contained in the soil, whereby the nitrogen is set free, and ready to be absorbed in vegetable organisms. The latter property is defective in many soils and when it is found defective recourse must be had to artificial means by putting lime or marl (a clay which contains much lime) upon the same. According to the analysis of the Manitoba soil, there is no doubt that to the farmer who desires to select for his future home a country which has the most productive soil and promises the richest harvests, no country in the world offers greater attractions than the Province of Manitoba, in the Dominion of Canada."

MANITOBA AND HOLSTEIN SOILS COMPARED.

	Holstein.	Manitoba.	Excess in favor of Manitoba.
Potash	30	228.7	198.7
Sodium	20	33.8	13.8
Phosphoric Acid	40	69.4	29.4
Lime	130	682.6	552.6
Magnesia	10	16.1	6.1
Nitrogen	40	486.1	446.1

In 1876 a number of practical Scottish farmers who visited Manitoba were so thoroughly persuaded of its advantages that they purchased a considerable quantity of land. They selected a fair average sample of the soil and submitted it to Dr. Macadam, Lecturer on Chemistry in the University of Edinburgh, who gave this report :—

ANALYTICAL LABORATORY, SURGEON'S HALL,

EDINBURGH, 14th December, 1876.

ANALYSIS OF SAMPLE OF MANITOBA SOIL.

Moisture	21.364
Organic matter containing nitrogen equal to ammonia, 23%	11.223
Saline matter :	
Phosphates	0.472
Carbonate of lime	1.763
Carbonate of magnesia	0.937
Alkaline salts	1.273
Oxide of iron	3.115
Silicious matter :	
Sand and silica	51.721
Alumina	8.132
	<hr/>
	59.853
	<hr/>
	100.000

The above soil is very rich in organic matter, and contains the full amount of the saline fertilizing matters found in all soils of a good bearing quality.

STEPHENSON MACADAM, M. D.,

Lecturer on Chemistry, &c.

These analysis show the soil to be peculiarly adapted to the growth of wheat and other cereals, owing to the large proportion of silica which it contains, and to which is attributable great superiority of the wheat produced on it, over that grown further east or south.

Manure is not required for the land, which in many places has produced wheat crops for years in succession without any artificial assistance to the soil. Mr. Loucks, whose opinions on the climate have already been quoted, stated to a Committee of the House of Commons, last year, that when he first went to Manitoba he leased a farm in the old Red River settlement, which had been the residence of a Mr. Monkman for 70 years and on which 52 crops of wheat had been raised without the aid of any artificial means to keep up the quality of the soil, even the byre manure having been turned into the river. The first year of Mr. Loucks' occupancy he had magnificent crops, his wheat averaging 26 bushels to the acre, peas and potatoes yielded immense crops. The next year he produced 352 bushels of potatoes from 10 bushels of seed. Of the other crops he said:—

"I put in mangolds, carrots, turnips, blood beets, celery, potatoes and corn, all in the same field, which I had fall ploughed the previous year. The mangolds I had were immensely large. The blood beets which I put in as I had been accustomed to do in Ontario, were also very large and yielded wonderfully. The carrots were very large, indeed, and very prolific. I did not measure the turnips as they were so plentiful, but I threw them in a heap and they occupied one-half of a large barn. I never saw anything to excel the celery. I planted it in the field, simply in the natural soil. The corn that I took from Ontario and planted there ripened; it was fine green corn, a large variety of sweet corn, as well as a smaller variety of our common Canadian corn. I was led to believe that these kinds of corn would not ripen, because they have a small Indian corn, 4, 5 or 6 inches in length, in the country. But what I took there ripened and yielded well. I placed in the hands of Mr. Ogilvie some wheat, plucked in my field from a new piece of soil. He took it to Montreal, and I afterwards saw a statement in the *Witness* about what were termed immense heads of wheat. I broke up the soil from which they were plucked in the fall previous, in 1876; this was in 1877. In 1877 I had still greater crops."

The prairie lands are covered with a luxuriant vegetable growth, which is easily got rid of and the soil prepared for cultivation by ploughing not deeper than two inches, with a furrow from 12 to 16 inches wide. This should be done in June and July, as the sod is then more effectually killed than during any other months. It is advisable to let the land remain fallow in this condition until the following spring, when it receives a deeper plowing, the furrows running in the same direction as the first season. Crops may be secured, especially potatoes, turnips and oats, on land immediately after the first ploughing, but weeds are sure to give trouble, and one season's delay more than compensates for the waiting.

WATER SUPPLY.

In referring to the climate of the North West, reference was made to the favorable nature of the rainfall during the growing season of vegetation. Senator Sutherland, who has resided many years in Manitoba, stated before a Committee of the House of Commons that he only remembered two seasons which were very dry, and that even these were not sufficient droughts to prevent the growing of fair average crops. He added that in the absence of showers there is sufficient moisture in the earth to render the soil productive. There are many rivers of majestic size and great length, innumerable streams affording excellent water power, and countless small creeks, furnishing pure water. Lakes, many of considerable size, and ponds of smaller dimensions, abound. Even in the north portions of the territory, where alkaline lakes are met with, ponds of good water are frequently found in close proximity. There is no scarcity of water for animals. Where streams or pure ponds are not available, water for household purposes can generally be obtained by sinking wells to a depth of from 12 to 15 feet. In some cases a greater distance has to be penetrated, but failure is unheard of.

TIMBER.

When the North West was but imperfectly explored, it was feared that the supply of timber would be inadequate. The fuller explorations which have since been made, and the actual experience of settlers show that there is an abundance of wood for all purposes. The prevailing growth is poplar, its preponderance being due to the fires which have so frequently swept over the unoccupied prairies. Vast forests are believed to have once covered these lands, but owing to the carelessness of Indians with their camp fires, large tracts were denuded of timber. Land over which fire has passed is just ready to receive the downy seeds of poplar, hence its prevalence in groves and belts. For fencing, the construction of log houses and fuel purposes, this wood answers excellently and is found in ample quantities. The settlement of the territory and its cultivation puts an end to these prairie fires and a fair proportion of wood growth spontaneously follows. These conditions are decidedly favorable for successful forestry, which can be carried on with but slight expense. In the neighboring American State of Minnesota, an extensive farmer covered seventy-two acres in spring; with cuttings of cotton wood, poplar and white willow, which flourished finely, and after two years, were from ten to fourteen feet high. At the same time he planted several bushels of seed, including two-elder, oak, white and red elm, hard and soft maple and bass wood, and the sprouts from this seed in two years were three to five feet high. The soft maple is peculiarly adapted, reaching a height of from four to five feet in the third year's growth. Such perfection has now been attained in the manufacture of barbed wire, proof against animals, that it will doubtless be largely used for fencing. By planting trees round fields, shade will be obtained, the necessary rainfall retained and live posts provided to which to attach the wire. All timber grows fast in the North West. East of Manitoba a valuable timber region exists. Nearly all the streams in the

North West are bounded by large belts of poplar, oak and ash, and in many places tamarac and spruce are found in large quantities. A number of saw mills are already in operation. Many more will be erected this season, and a plentiful supply of sawn timber for building and other purposes is assured. In the Peace River district, to the far north west of the territory, Professor Macoun, the Government Botanist, says five sixths of the timber is poplar and is invariably a sign of dry soil and good land. Balsam poplar is very abundant on the islands in all the north western rivers, often attaining a diameter of from 6 to 10 feet, even in the extreme north. White spruce grows to a very large size on all the watersheds and the slopes of the south bank of the Peace River, on islands in all the rivers, and very abundantly on the low lands west of Lake Athabasca. Professor Macoun often saw it over three feet in diameter; but the usual size is from one to two feet. Banksian pine occurs at Lake Athabasca, and is abundant as the north branch of the Saskatchewan River is approached from the north. White birch is abundant on the Athabasca and Peace Rivers. The Indians make large quantities of syrup from its sap in the spring.

COAL AND OTHER RESOURCES.

Except in some sections of the country, remote from railways or navigable rivers, wood will not long be requisite for fuel. Coal has long been known to exist in great quantities, and the work of the Geological Survey has demonstrated that North Western Canada possesses the most extensive known coal field, containing sufficient to supply the whole world for many years. It is estimated on reliable data that the coal-area of the North West is not less than 500,000 square miles, with an average breadth of 280 miles. On the north branch of the Saskatchewan River thick beds extend for hundreds of miles, cropping out at the river's banks. This coal has been used at Prince Albert for blacksmithing, and is being consumed this winter at Edmonton and other places for household purposes. On the Pembina River, further west, there is a seam 10 feet thick, of first-class quality. On the Battle River, coal is found in large quantities, and on the Red Deer River there are extensive deposits, some of the seams being 12 feet thick. A number of samples from these districts were submitted to Professor Haanel, of Victoria College, Cobourg, who analyzed them and gave the following report:—

"The specimens were the out-crop in each case, and taken from points at least 300 miles apart. The accompanying table of assays of coal from some of the principal mines of the United States and Nova Scotia are highly valuable for comparison, and when it is remembered that their samples were taken from the bed of the mine, and my specimens from the out-crop, the superior quality of the Saskatchewan coal is fully established.

" ANALYSIS.

LOCALITY.	Spec. gr.	Moisture	Vol. Matter.	Fixed Carbon.	Ash.	
I.....	1.375	11.88	28.66	57.25	2.21	100.00
II.....	1.375	11.41	29.07	56.94	2.58	100.00
III.....	1.340	6.69	33.70	53.25	6.36	100.00
IV.....	1.337	6.89	33.57	50.90	8.64	100.00
Maryland.....		1.25	15.80	73.01	9.74	99.80
Pennsylvania.....		0.82	17.01	68.92	13.35	100.00
Virginia.....		1.64	36.63	50.90	10.74	100.00
Joggins.....		2.50	36.30	56.00	5.20	100.00
Springhill.....		1.80	28.49	59.60	13.20	100.00
District of Pictou.....		1.750	25.875	61.950	10.425	100.00
Same locality to top bench.....		1.500	24.800	51.428	22.271	100.00
District of Richmond.....		.30	.25	56.40	13.35	100.00

"The numbers I. to IV. are as follows: I—The Pembina coal, 100 miles N. W. from Edmonton. II—That from near Belly River, South Saskatchewan. III—That from Belly River. IV—That from Saskatchewan River, near Fort Edmonton, 900 miles N. N. W. of the City of Winnipeg, in Manitoba. I. and II. are bituminous coals, of a bright lustré, irregular fracture, showing, to judge from the small specimens sent, no distinct laminat on, of a high spec. gr., 1.375, comparatively free from sulphur, and giving out little tarry matter upon coking. If the specimens are compared among themselves, I. and II. prove the best, IV. the poorest, yet by no means a poor coal. None of the specimens contain inspissated pyrites, and are comparatively free from sulphur. I. and II. contain all the qualities to render them superior coal for heating purposes, and III. and IV. are much better than a great deal of coal from Pennsylvania, such as we are often obliged to burn. For comparison, I add some assays of Pennsylvania, Maryland and Virginia coal, quoted from Dana, and Joggins and Springhill coal, from the Cumberland coal field; from the carboniferous district of Pictou, and from the district of Richmond. These last quoted from Dawson's Acad. Geol."

During the past year, Mr. Hugh Sutherland, of Winnipeg, has had explorations on a large scale carried on in the vicinity of the Souris River, under the superintendence of a well-known English mining engineer, the result being the discovery of excellent coal at a point not very far from the international boundary of the United States. A large number of miners are now employed, and it is the owner's intention to take the coal down the Souris and Assiniboine Rivers to Winnipeg and other places in the spring, so soon as the necessary arrangements for navigation can be made. The geological features of the territory leave no room for doubt that coal will be discovered at many places other than those mentioned. The railway now in course of construction, and the lines of steamers which are about to be placed on the principal rivers, will afford ample means of transport and enable coal to be secured at cheap rates. Immense deposits of peat are found in some portions of the territory, which could easily be utilized for fuel.

IRON ORE exists in large quantities, of excellent quality, throughout the coal region, where it can be cheaply worked. There is every reason to believe that within a few years the manufacture of iron will be an important industry in the North West.

GOLD is found in paying quantities on the North Saskatchewan River and in many of the other streams flowing from the Rocky Mountains. With but limited appliances, miners make from \$5 to \$10, (£1 to £2 sterling) per day.

LIMESTONE, from which excellent lime can be manufactured, is found in many places.

CLAY AND MARL suitable for brickwork and pottery is abundant. Brick is largely used for building in Winnipeg, many handsome structures of it having been erected.

SALT springs have been discovered at several points. On Lake Winnipegosis, the natives have long made salt in small quantities. The brine is of strong quality, and can be secured without boring.

PETROLEUM was found by Sir John Richardson and others in the Athabasca district. An important industry will doubtless spring up in connection with its development.

GAME AND FISH.

Especially valuable to the traveller and settler in a new country is a plentiful supply of game. No where can it be found in greater abundance than in North Western Canada. Last summer, during a two months' trip to the Saskatchewan district, the writer lived almost entirely on grouse, wild ducks, geese and plover. No delay was made to secure a bag, the shooting being done from the road while driving along. A settler going through the portions of the territory which are but sparsely inhabited can easily shoot sufficient for his family's use, and after locating on his farm can look to the same cheap source of supply for fresh and nutritious food. A species of grouse known as prairie chickens, ducks, geese, pheasants, partridges, pigeons, cranes, snipe, plover and rabbits abound. Of the larger game many species of moose, deer and antelope are found to the north. Bears and wolves are fast retreating before the onward westward march of civilization, but are yet killed in fair numbers, their skins forming a considerable source of profit. Buffalo formerly roamed over the prairies, but have been well nigh exterminated by Indians and hunters. Foxes, mink, martin, otter, muskrat, beaver and skunk are killed in large quantities for their fur. The lakes, ponds and rivers are plentifully stocked with fish. Sturgeon of large size, white fish, pickerel, pike, bass, perch, suckers, sun fish, gold eyes, carp, trout and maskinonge furnish a never failing supply of food. In the woods large numbers of wild bees producing a fine quality of honey, are found. The clear dry atmosphere and rich flowers are especially favorable for their culture, and bee-keeping is not unlikely to become exceedingly profitable.

AGRICULTURAL PRODUCTS.

Great attention has been attached to the North West, among the farmers of the older provinces, by the extraordinary display of agricultural products exhibited at the Dominion seat of Government at Ottawa last

autumn, and at many of the provincial fairs in the Province of Ontario. The splendid specimens of grains, fruits, roots and vegetables surprised even those who had frequently read of the fertility of the soil, and the indications are that a large number will sell out their farms in the older provinces and seek new homes in the North West, where, unlike the wooded lands of Ontario and Quebec, requiring weary years of clearing, the soil has but to be ploughed and sown to secure an almost immediate return. Climatologists have satisfactorily demonstrated that the cultivated plants yield the greatest products near the northernmost limit at which they will grow. This is shown, beyond the chance of dispute, in the North West, where, instead of being developed too rapidly, as is the case further south, the undue luxuriance of the stem or leaf is restrained by the cool, late spring and the chief development of the plant thrown into the ripening period.

THE GREAT WHEAT CENTRE.

First in importance among the cereals is wheat, The country which possesses the greatest area of wheat producing land, has what is necessary to make it the chief agricultural power. The wheat lands of the United States, now nearly all taken up, brought under cultivation and producing their maximum yield, are but small when compared with the vast extent of territory in North Western Canada, which has been proved to consist of the soils best adapted for the growth of this cereal. The climate is peculiarly favorable, the dryness of the ripening and harvesting seasons producing a sound, plump grain; the crops being certain; and the fertility of the soil ensuring a larger continuous average yield than has ever been secured elsewhere in the world. Blodgett, a distinguished American authority, admits "that the basin of the Winnipeg is the seat of the greatest average wheat product on this continent, and probably in the world." The Red River valley, which forms a portion of this basin, is of considerable extent, and the result of many years' cultivation in the old Selkirk settlement, near what is now the site of the City of Winnipeg, shows that the soil is practically inexhaustible. Reference has already been made in an earlier portion of this work to one farm on which 52 crops of wheat had been raised from the same fields, during the 70 years they have been under cultivation. The wheat zone, following the isothermal lines, extends in a north westerly direction across the whole of the North West Territories of Canada, to the boundaries of British Columbia and Alaska. At a banquet in Winnipeg, in October, 1879, to Mr. A. H. Pell, M.P., and Mr. Clare Sewell Read, M.P., members of the Royal Commission to enquire into the state of agriculture, Mr. J. W. Taylor, Consul for the United States at Winnipeg, candidly admitted that far the greater proportion of wheat producing land on this continent is comprised in North Western Canada. After describing the courses of the several columns of emigration which arrive from the old world, he said:—

"I believe that even the southern counties of Minnesota itself could grow Indian corn to more advantage to-day than wheat. There remains the northern zone, specially adapted to wheat growing and cattle raising. That includes Canada (the

old provinces), Wisconsin and Michigan partially, and Minnesota: but three-fourths of the great wheat producing belt of the continent lies north of the international boundary, and within the Canadian North West. This zone is in course of occupation by the third great column of emigration. Minnesota, fortunately, is in the southern portion of this splendid zone—the area of which is equal in capacity to four states as large as Pennsylvania. As the granary for the world, this zone can, it appears to me, only find its rival in the wheat districts of Southern Russia."

Fall or winter wheat is, as yet, but little cultivated in the North West, spring varieties being planted almost exclusively. No official returns are prepared of the yield, but a careful investigation of the evidence given from time to time before committees of the House of Commons; of the careful statements collected by the press, and the personal enquiries of the writer, show the average yield of wheat to be fully 30 bushels per acre. Professor Macoun, Government Botanist, who has had great experience in the districts under consideration, puts the average as high as 35 bushels. Many cases are recorded of far larger yields. Mr. Kenneth Mackenzie, whose evidence has previously been referred to, testified that he had frequently raised 40 bushels. Mr. Thos. Taylor, of Mapleton, near Winnipeg, raised 70 bushels from two bushels of seed, which is the general quantity sown per acre. The average mentioned is secured by a system of farming which cannot be considered as generally good. Were the farmers of Manitoba to cultivate as thoroughly as their fellow agriculturists in the older provinces, the yield would undoubtedly be much greater.

Minnesota is the chief wheat state of the American Union. Official returns of the average growth there during fourteen years, no record having been taken from 1860 to 1865, are as follows:—1860, 22.05 bushels per acre; 1865, 22.07; 1866, 14.46; 1867, 14.64; 1868, 17.91; 1869, 17.70; 1870, 15.07; 1871, 12.28; 1872, 17.40; 1873, 17.04; 1874, 16.03; 1875, 17.05; 1876, 9.61; 1877, 22. Omitting decimals, a yield of 17 bushels per acre may be assumed as the established wheat average of Minnesota. An American authority states that the average yield in Wisconsin is 13.04 bushels per acre. The largest known yield in Ohio, one of the leading wheat states, was $17\frac{1}{2}$ bushels per acre, while the average for ten years, as officially shown, was but 10.55 bushels. Illinois, according to high local authority, produces from year to year not more than 8 bushels per acre; only four states, by the census returns, showing an average of 15 bushels per acre, while the whole wheat area of the United States does not average over 11 bushels. The average of Iowa, in a series of seven years, was but 10.30 bushels. The comparative average yields are as under:—

North Western Canada.....	30 bushels per acre.
Minnesota	17 " " "
Massachusetts.....	16 " " "
Pennsylvania.....	15 " " "
Wisconsin.....	13 " " "
The whole United States wheat area	11 " " "
Iowa	10 " " "
Ohio	10 " " "
Illinois	8 " " "

Not only is the average yield larger in the Canadian North West than in the United States, but the weight is also considerably greater, as will be seen by this comparison :—

North Western Canada.....	63 to 66 lbs. per bushel.
Minnesota.....	60 to 65 " " "
Ohio.....	57 to 60 " " "
Pennsylvania.....	57 to 60 " " "
Illinois.....	52 to 58 " " "

When milled, the Canadian grain shows a very satisfactory exhibit. As an example, it may be stated that Messrs. J. R. McMillan and John Williams, of Rockwood, Manitoba, raised a large quantity of wheat in 1878, which weighed 66 lbs. per bushel. Forty-six bushels sent to the St. Paul's mill, produced for each 60 lbs. of wheat: 42½ lbs. flour, 4½ lbs. middlings, 2½ lbs. coarse shorts, 8½ lbs. bran; 2 lbs. being allowed for dust and dirt and passing through the smut machine, stones and bolt. A fine sample grown by Mr. Adam Mackenzie, at Beautiful Plains, Manitoba, averaged 66 to 68 lbs. per bushel, and produced 46 lbs of flour to the bushel. Owing to the soundness and fulness of the grain, and its hard nature, rendering it peculiarly favorable for the improved milling process, the Canadian North West wheat commands a higher price than American.

The United States Consul at Winnipeg said in a recent letter to the *St. Paul Pioneer Press* :—

"In 1871, Mr. Archibald, the well-known proprietor of the Dundas Mills in Southern Minnesota, visited Manitoba. He remarked that the spring wheat in his country was deteriorating—softening, and he sought a change of seed, to restore its flinty texture. He timed his visit to Winnipeg with the harvest, and found the quality of grain he desired, but the yield astonished him. 'Look,' said he, with a head of wheat in his hand, 'we have had an excellent harvest in Minnesota, but I never saw more than two well-formed grains in each group or cluster, forming a row, but here the rule is three grains in each cluster. That's the difference between 20 and 30 bushels per acre.'

"More recently, Prof. Macoun, the botanist of the Canadian Pacific Railway Survey, has shown me two heads of wheat, one from Prince Albert, a settlement near the forks of the Saskatchewan, latitude 53 north, longitude 106 west; and another from Fort Vermillion, on Peace River, latitude 59 north, longitude 116 west, and from each cluster of the two I separated five well-formed grains, with a corresponding length of the head. Here was the perfection of the wheat plant, attained, according to the well-known physical law, near the most northern limit of its successful growth."

The experience of the Mennonites, who have a large colony in the southern portion of Manitoba, shows that wheat of poor quality becomes much improved by planting in the rich soil of which their farms are composed. Much interest was recently excited on the Montreal Corn Exchange by the exhibit of several samples of wheat grown in this colony from seed imported from Russia. Messrs. Ogilvie & Co., the largest millers in Canada, on whose stand the samples were shown, stated that the wheat had been much improved by the fertile soil of Manitoba, being full and

hard, weighing 65 lbs. per bushel, and just the wheat that is now so much required for making flour. The Mennonites had already sold 50,000 bushels of the crop of 1879, and had a large quantity remaining on hand.

Samples of Fife and Golden Drop Wheat, grown in Manitoba and exhibited at the international exhibitions at Paris and Philadelphia, carried off medals and awards.

Mr. W. W. Ogilvie, the celebrated Montreal miller, writing under date of Nov. 15th, 1879, said :—

"We like Manitoba wheat because it contains more *gluten* than any other. This is the quality that is required to make a large light loaf of bread; there is nothing in the seed they have; it is altogether in the soil, which is new, dark and deep; it has a greater depth of dark soil than any part of the United States, and is likely to grow 25 to 40 bushels of wheat per acre, for thirty to fifty years without manure; and you will get 12 lbs. more and much better bread from 100 lbs. of Manitoba wheat flour than from Ontario wheat flour. It will also give 2 to 3 lbs. more flour per bushel than Ontario wheat. The wheat of Ontario is every year getting weaker, and containing more starch and less *gluten*; so that this year we find it impossible to make good flour out of it. The element required for growing good wheat has passed out of the land and no manuring will restore it. You may be able to grow a good yield of good looking wheat, but it will not have *gluten* enough to make good bread. The same thing exists in the middle and eastern States. The sooner Ontario, like New York, gives up growing wheat and turns to dairy and cattle the better. * * * * I have travelled over the wheat fields of Europe, Asia and Africa, and know very well all the wheat lands of the United States except California, but I have never seen wheat lands equal to Manitoba and the North West Territory."

BARLEY.

Next to wheat in importance is barley, which is often sown as a favorite alternative. The kind most frequently raised is four-rowed, but any does well. Two bushels of seed per acre is generally sown. Thirty-five bushels per acre is the average yield, but as high as 40 and 50 bushels is often obtained, and even 60 bushels is known to have been raised. The general weight is from 50 to 55 lbs. per bushel. The grain is of excellent quality, has a fine color, and is unsurpassed for malting; the cool, dry period of the ripening season producing a plump and well-filled grain. The comparative average yield is as under :—

North Western Canada.....	35 bushels per acre.
Minnesota.....	25 " " "
Iowa.....	22 " " "
Wisconsin.....	20 " " "
Ohio.....	19 " " "
Indiana.....	19 " " "
Illinois.....	17 " " "

OATS

Is peculiarly a northern grain. Only in a comparatively cool climate does it attain solidity and yield the return which remunerates the labor and cost of production. The rare adaptation of the climate and soil of North

Western Canada is shown, not only by the large yield, but by the superior quality of the product, its weight being much larger than in the United States. Two bushels per acre of seed is the amount usually sown. The average product is from 40 to 55 bushels per acre. One hundred bushels per acre is known to have been raised. A comparison of averages gives this result :—

North Western Canada.....	47½ bushels per acre.
Minnesota	37 " " "
Iowa.....	28 " " "
Ohio.....	23 " " "

A stool of 92 stems, the product of a single grain, was exhibited in Winnipeg by Mr. Thos. West. On one of the stems 121 grains were counted.

PEAS

Will always be a heavy crop, the soil and climate being thoroughly adapted. Russian blue and the small white varieties are those most generally cultivated. A little over two bushels per acre are sown, and the average yield is from 30 to 50 bushels.

MAIZE,

Or Indian corn, has not been grown extensively, and cannot be considered as very well adapted for cultivation in the North West, the cool nights and heavy dews, so favorable to other crops, not suiting it. The larger size is scarcely ever planted. The smaller is occasionally, and also the sweet corn, and succeeds fairly. Some very good specimen were exhibited at the Dominion Exhibition last year.

FLAX

Can only be raised successfully in a cool region, the warm climates of the South causing the bark to become brittle and hard, and the rapidity with which it matures preventing the lint from obtaining consistency or tenacity. On account of its extremely favorable climate, there is every reason to believe that North Western Canada will prove a formidable rival to Northern Europe as a field for the cultivation of flax. The early settlers raised large crops of it, but the want of mills caused them to discontinue its growth. The Mennonites have raised considerable quantities and have sent out many carloads of seed.

RYE is not largely grown, but good crops of it are obtainable. Wild hops are seen on the prairies in abundance.

ROOTS AND VEGETABLES.

All root crops do well. Turnips yield heavily. They are seldom injured by flies or insects. At an exhibition in Manitoba, specimens were shown weighing 36 lbs. and over. They were chiefly of the Swedish,

yellow, Aberdeen and white varieties. A thousand bushels have been produced on an acre, and 600 bushels is a common crop. Mangold wurtzel and carrots crop well. The latter often weigh over 2lbs. each. Parsnips do admirably, 2½ and 2¾ lbs. specimens being plentiful. Cauliflower, lettuce, celery, cucumbers, rhubarb, and radishes attain great perfection. Onions are a specialty, and produce large crops. Cabbages grow to an enormous size, often measuring as much as 4ft. in circumference, and weigh as high as from 25 to 30lbs. Beets grow well and the cultivation of the sugar beet promises to afford an excellent field for the investment of capital.

It is well known that in the south potatoes are scarcely fit for human food, the forcing sun bringing them to fructification before the roots have had time to attain their proper size or ripen into the qualities necessary for nourishment. In North Western Canada, the climatic conditions are the most favorable in the world for the successful production of this necessary and delicious esculent, which is produced of large size, first-class quality and excellent flavor, the crop averaging from 400 to 500 bushels per acre, and 600 bushels being often produced. Specimens of the Early Rose variety, sent to the International Exhibition at Philadelphia, weighed from 2½ to 3½ lbs. each, and received honorable mention and awards. Facsimilies in wax were shown at the Paris Exhibition and were granted awards. The following examples of crops raised in Manitoba show the extraordinary growth of potatoes there. Mr. James Sinclair, of Greenwood, planted one pound of snowflakes which produced 262 lbs. Mr. Ormand of St. James, sent a 5lb. specimen to Ontario. In Winnipeg, on land that had been cropped for 40 years, Mr. F. C. Shipp secured a 4lbs. specimen. Mr. J. W. Sifton of the Pacific Telegraph service, raised 275 bushels on a quarter acre patch, an average of 1100 bushels per acre. Mr. Henderson, of Winnipeg, took 76 potatoes from one hill, 55 of them being larger than hen's eggs. Mr. Jas. Barclay, at Stony Mountain, tried a crop on land that had been but once ploughed, the sod not having rotted. The result was 466 bushels of large healthy potatoes to the acre. Mr. Mullard, of Victoria, raised 161 lbs. of early snowflakes from a pound of seed. Mr. F. J. Hosken, of St. Boniface, took six huge potatoes and a pailful of small ones from a single hill.

In 1876, the *Manitoba Free Press*, with commendable enterprise, collected complete statistics of the agricultural productions throughout the whole province. The returns showed the average growth for that year to be, wheat, 32½ bushels per acre; barley, 42½ bushels; oats, 51 bushels; peas, 32 bushels; potatoes, 229 bushels; turnips, 662½ bushels.

FRUIT.

Wild fruits are abundant, whortleberries, cranberries, currants, strawberries, raspberries and grapes being the most common. All the small fruits do well in gardens, plums especially. Owing to the plentifulness of wild fruits, and the difficulty, in the early days of settlement, of procuring

trees, apples and pears have been but little cultivated; of late considerable progress has, however, been made, and success has attended the experiments. One of the most prized varieties is the Fameuse, a delicious apple which is largely grown in the district of Montreal.

Professor Macoun, the Government Botanist, found the Peace River County and Athabasca regions extremely prolific in the production of fruits. He says that the service berry is collected in immense quantities on the Upper Peace River, and forms quite an article of food and trade. When at Dunvegan, in August, 1876; the Indians and half breeds were collecting the berries which were then in their prime. The Indian women press them into square cakes while fresh, but those intended for the Hudson's Bay Company's posts, are dried in the sun and mixed with buffalo meat to form pemican. Strawberries and raspberries are very abundant in most districts on Peace River, especially at Vermillion. An amber colored raspberry is very abundant at Lake Athabasca, and up around Portage la Loche, and the valley of the English River. Its fruit is converted into jellies and jams, and gives a relish to many a poor meal. High bush cranberries are very abundant in the wooded districts on both sides of the Athabasca and Clear Water rivers, and around Lake Athabasca. Gooseberries and currants of many species are found, but are not much sought after. Blueberries, low bush cranberries, and the cowberry, were seen in abundance by Professor Macoun in particular localities in these districts. Two species of cherries—the bird cherry and the choke cherry—complete the list.

GRASSES.

The natural grasses are very nutritious, and cattle can be wintered without any coarse grain. It is not customary to feed any grain except to milch cows or stall-fed animals. The usual yield of prairie grass when cut into hay is an average of from three to four tons per acre. It usually grows about five or six feet high, and, although coarse, is very nutritious. Timothy and clover both do well. With a machine for mowing, the cost for cutting and stacking does not exceed \$2 per ton.

A farmer, who removed from the Province of Quebec, and is now living at Morris, about midway between Winnipeg and the United States frontier, wrote on July 1st, 1879.

"I wish you could see the meadows as they are now. There is a great variety of grasses. There is a red top that looks like our red top, which grows where the land is very wet, and is very tall and fine. It would make first rate hay, but the land where it grows is too wet to cure it on. The handsomest sight, however, for hay, is a mixture of wild pea or vetch, and a fine kind of wild grass. It is between 2 and 3 feet high, and so thick and even all over that I do not think a ball would fall to the ground through it. The pea is a dark green, and the grass a pale green. To look over such a field of thousands of acres, is a sight that cannot be seen anywhere except on a prairie. On the dry prairie, the grass is short. There is a good deal of vetch and rose bush short and fine, almost like clover, and weeds, with here and there scattering spears of coarse wild grass, spots of wild flax, and many other kinds of plants. This is the best time to judge of the wetness or dryness of the

land. The hay is a sure indication. If you see a red top, you will find water or very moist land; if it is a rush or rough head wild grass, the land is wetter; and where it is white or pale-top tall grass, it is as well to keep out."

STOCK RAISING.

Ontario, Quebec and some of the Maritime Provinces have secured an enviable reputation in Britain for the excellence of their live stock. If these wooded provinces are successful stock-raising districts, how totally will their results in this line be eclipsed by the achievements to be attained on the vast stretches of luxuriant pasturage in the North West. Cattle are easily kept on the prairie lands, and fatten rapidly on the rich and nourishing natural grasses. So excellent are these luxuriant growths that cattle driven for hundreds of miles across the plains towards a market, improve steadily in weight and condition as they proceed on their journey. The prodigious crops of roots and coarse grains which can be raised enable rapid fattening to be done at a minimum of expense. The dry winters sharpen the appetite and secure a more rapid secretion of fat than in regions where the winters are warmer and more humid. The beef is of first-class quality and superior to that of stall fed animals, either in other portions of Canada, or in Britain. Foot and mouth disease is unknown in Canada, and the North West has never been visited by any cattle disease. Lord Elphinstone, who owns some 12,000 acres in the Riding Mountain district, is so thoroughly satisfied that stock farming will prove profitable, that he has already commenced it on a large scale.

Horses remain out throughout the winter, the depth of snow being light, and when brought in in spring are in better condition than when turned out at the beginning of winter. They are frequently herded in bands of from one to two hundred, in charge of one man to prevent them roaming too far. Horses which have strayed from engineering and surveying parties in the autumn, in a poor condition owing to a hard summer's work, when found in the spring are greatly improved.

The experiments in sheep growing have been limited, but enough has been proved to leave no doubt that it is impossible to find on the continent a more healthy climate for sheep than in North Western Canada. The dry winters suit them excellently, and with a good supply of hay, and the protection afforded by natural bluffs, they are kept through the season at a very low cost. An instance is mentioned where a flock of about twenty strayed away in the beginning of winter and were found in the spring, fat, and none missing, but with an addition of several lambs to the flock. The wool is of fine texture, of great length and produces heavy fleeces. Sheep imported from Illinois, Ohio and other American States have their wool much improved by the change of location. The mutton is sweet and juicy. In the Red River district a number of flocks of the old class of sheep are still kept. They are generally large and produce rather coarse mutton. Southdowns and Cotswolds have been brought in and are giving perfect

satisfaction. Forty years have elapsed since sheep were first introduced into the Red River settlement. No disease has occurred among them. Footrot is unknown.

Dairy farming is well adapted to the country, the vast stretches of natural meadows affording unrivalled pasturage. In the Province of Ontario over 200 cheese factories are in existence. This number will be small in comparison with those in North Western Canada, as the territory becomes settled up.

Professor Macoun says :—

"The country, in my opinion, is well suited for stock-raising throughout its whole extent. The winters are certainly cold, but the climate is dry, and the winter snows are light, both as to depth and weight. All kinds of animals have thicker coats in cold climates than in warm ones, so that the thicker coat counter-balances the greater cold. Dry snow never injures cattle in Ontario. No other kind ever falls in Manitoba or the North West, so that there can be no trouble from this cause. Cattle winter just as well on the Athabasca and Peace Rivers as they do in Manitoba; and Mr. Grant, who has been living on Rat Creek, Manitoba, for a number of years, says that cattle give less trouble there than they do in Nova Scotia. Horses winter out without feed other than what they pick up, from Peace River to Manitoba. Sheep, cattle, and horses will require less attention and not require to be fed as long as we now feed them in Ontario. Owing to the light rain-fall the uncut grass is almost as good as hay when the winter sets in, which it does without the heavy rains of the east. This grass remains good all winter as the dry snow does not rot it. In the spring the snow leaves it almost as good as ever, so that the cattle can eat it until the young grass appears. From five to six months is about the time cattle will require to be fed, and shelter will altogether depend on the farmer."

MONETARY SYSTEM.

The decimal system of currency is in operation in Canada, the dollar—expressed thus \$,—being the standard. The copper coins are of the value of one cent and two cents, a cent being the 100th part of a dollar. The silver coins are 5c, 10c, 25c, and 50c. Gold is the legal tender, and the American gold coinage, being of equal value, is used. There is no Canadian gold coinage, paper notes, redeemable in gold, being used. The usual notes are \$4, \$5, \$10, \$100, \$500 and \$1000 and are issued by chartered banks, under certain restrictions. The Government issue \$1 and \$2 notes. A pound sterling is worth four dollars and eighty-six cents Canadian currency—\$4.86. For rough calculations a dollar may be said to equal four shillings sterling.

RAILWAYS.

Recognizing the great importance of providing railway communication for the North West, the Government in 1871 decided on the construction of a trans-continental line to connect the Atlantic and Pacific seaboard, passing entirely through Canadian territory. The Intercolonial Railway, completed some years since, runs from Halifax, in Nova Scotia, on the Atlantic coast, to Quebec, a distance of 686 miles. The next link in the trans-continental chain is the Quebec, Montreal & Occidental Rail-

way, from Quebec to Ottawa, 262 miles. The Canada Central Railway, already completed from Ottawa to Pembroke, 105 miles, is being extended to near Lake Nipissing, 140 miles, at which point it will connect with the Canadian Pacific Railway, which, after running about 500 miles, will reach the north western shore of Lake Superior at Thunder Bay. From Thunder Bay to Winnipeg the distance is 431 miles. All this portion of the line is under construction. West from Lake Superior the road is completed for some distance, and trains run regularly. Eastward from Winnipeg, some 70 miles are in operation. The centre sections are being pushed on rapidly, and it is confidently expected that they will be completed in 1881, placing Winnipeg in direct communication with Lake Superior, from which grain, &c., will be taken through the lake, canal and river route to Montreal for ocean shipment. From Winnipeg, the Pembina Branch runs to the United States boundary, 63½ miles, where it connects with the vast railway system of the United States. By using the American lines to Detroit, connection is made with the Grand Trunk and Great Western Railway of Canada and direct communication secured with Halifax. The North West is therefore now reached by an all rail route from the Atlantic coast, and is consequently placed within from 12 to 14 days travel from Britain. From Winnipeg westward, 100 miles of the Canadian Pacific line are under construction, the contractor being bound to complete his work this year. Tenders for the construction of another 100 miles, to run westerly from the terminus of the first 100 miles mentioned, will shortly be asked for. Contracts have been awarded for the construction of 125 miles from the British Columbia coast north easterly. It is the intention of the Government to push on the work from both ends, so that but a few years will elapse before the whole line is completed. The portions through the prairie country are easily and cheaply built. The Canadian Pacific line passes through valuable territory. The eastern section will open up rich timber and mining lands, the middle portion will pass through the fertile belt of the North West, and the western section will develop the rich mineral resources of British Columbia. The engineering advantages of the route are very great, the altitudes to be surmounted being much less than on the American lines, which for hundreds of miles pass through the great western deserts.

Private enterprise has already commenced to develop itself in railway matters. The South Western Railway Company has obtained a charter of incorporation for a line from Winnipeg south westerly, and notices are given that several applications will be made to Parliament this session for other roads.

WATER COMMUNICATION.

The settlement of the North West will be largely assisted by the vast water system formed by its numerous inland seas and rivers, over which will be carried a large proportion of its productions. For several years the Red River of the North has been navigated by large steamers from Moorehead, in the State of Minnesota, to Winnipeg, 440 miles. The Assini-

boine, a river of over 600 miles in length, which joins the Red River at Winnipeg, is traversed by steamers for a great portion of its route from the North West. Its affluent, the Souris, on which are extensive coal beds, is believed to be navigable, and the question will be practically tried this season.

The great Saskatchewan, and its north and south branches, will be the chief waterways. Rising in the Rocky Mountains, these streams flow many hundred miles before connecting at the Forks, whence the united waters run first in a north easterly, and then in a south easterly direction, emptying into Lake Winnipeg, which has an area of 8,500 square miles and a length of over 300 miles. A portion of this route has been used for the past three or four years by the Hudson's Bay Company, whose propellor, starting from the Lower Fort Garry, north of Winnipeg, proceeds up the Lake to the mouth of the Saskatchewan, where goods are transhipped to boats on the river by means of a short tramway, the Grand Rapids near the mouth of the river being unnavigable. The company's river boats ply up the main stream and then up the north branch as far as Edmonton, about 1100 miles. Hitherto they have not carried passengers and have refused to take goods except for their own trading posts, but it is understood that they intend to make alterations in their system this year. A company incorporated by the Canadian Government, and composed of well known capitalists, has been formed for the purpose of placing additional steamers on the Assiniboine and Saskatchewan. They propose to connect, by a branch line, with the Canadian Pacific Railway, at the south of Lake Manitoba, and run up that Lake and through Lake Winnipegosis to the north end of the latter, where goods will be transhipped across a tramway of about four miles and placed on the Saskatchewan river where it widens into Cedar Lake at a point considerably further up stream than where its navigation is commenced by the Hudson's Bay Company. The bad portions of the river will thus be avoided and uninterrupted communication secured along the whole length of the main stream and up both branches nearly to the Rocky Mountains. The total distance traversed by the company's boats on the various routes will be nearly 4000 miles. It is announced that their steamers will be fitted up for passenger traffic, and that special attention will be paid to the wants of emigrants. The boats will also have capacity for carrying large quantities of freight and the rates of transportation will doubtless be materially reduced. "A writer on the North West has well compared the Saskatchewan to the Danube, and Lakes Manitoba, Winnipeg, and Winnipegosis, to the Baltic and Black Seas.

The Peace River is navigable from the Rocky Mountains for at least 500 miles, at no point in this distance being less than six feet deep. At the end of the 500 miles, there are obstructions which could be overcome by a canal two miles in length, which would afford 250 miles of further navigation, in which there is no obstruction but a rapid caused by boulders in the channel. Their removal would probably overcome the difficulty.

The Athabasca is navigable for 180 miles above Lake Athabasca, between which and the Arctic Ocean only one break exists, some 14 miles across by land; after that is overcome 1300 miles of first-class river navigation is met with, no obstruction occurring in the whole route to the ocean.

The Upper Missouri River, which flows through the American territories of Montana and Dacotah, is largely used for the transport of goods for the Bow River district, near the Rocky Mountains, at the south east corner of the Canadian North West Territories. Messrs. I. G. Baker & Co., whose headquarters are at Fort Benton, Montana, and who have outposts at Forts McLeod, Walsh and Calgary, on the Canadian side, are owners of the Baker line of steamers, which is composed of three first-class boats, the *Col. McLeod*, the *Red Cloud* and the *Benton*.

Goods arriving by the Northern Pacific Railway at Bismark are there transferred to the boats and taken up the river to Benton, whence they are taken into Canadian territory in carts. For the land transport Messrs Baker & Co. employ regularly some 72 men, 576 oxen, 60 mules, and 108 wagons. They also own 3000 head of stock cattle. They are contractors for the transport of the Canadian Mounted Police supplies. At their posts they do a large general trading business.

MARKETS.

In new settlements the home markets are sufficient for the grain crops of the first year or two. The extensive railway works in operation provide an excellent market at remunerative rates. With the rapid settlement now going on, and the large area brought under cultivation each year it cannot be long until the North West does a large export trade in wheat, which it is certain can be produced in the North West for 40c. per bushel. With the present communications, suppose it costs 55c. delivered in Winnipeg. On the opening of the railway to Lake Superior, it can be conveyed from Winnipeg to Thunder Bay by rail, thence by the water route to Montreal for 15c. From Montreal to Liverpool the ocean freight is 10c. That is a total cost of 80c. per bushel delivered in Liverpool, equal to 25s. 6d. sterling per quarter of eight bushels. The average price of wheat in England for the 30 years from 1848 to 1878 was 53s. a quarter—the highest price being 73s. 11d. in 1850, and the lowest 39s. 7d. in 1851. In view of those figures it is not difficult to realize how great will be the success of the wheat grower in North Western Canada, and what an important effect the cultivation of the vast fertile belt will have on the wheat markets of the world.

Cattle transported hundreds of miles to Chicago have been forwarded thence to the British markets. When stock-raising has reached the position of an important industry in the North West, as it very shortly will, cattle will doubtless be sent from there to England. Dairy products are also likely to be a large article of export.

Settlers need entertain no fear of a want of markets.

THE HUDSON'S BAY ROUTE.

The cost of wheat from the North West, delivered in Liverpool, has been calculated on the basis of the route via the Canadian Pacific Railway to Lake Superior and thence to Montreal for ocean shipment. But the indications are that a much shorter way to Britain can be made available. From the head of Lake Winnipeg to York Factory, on Hudson's Bay, is but 301 miles, the greater portion of the distance being through a country well adapted for railway construction. From York Factory to Liverpool is 2,966 miles, only 366 miles further than from Quebec. The distance from New York to Liverpool, by the shortest route, via Cape Race and Tory Island, is 2987 miles, so that York Factory is nearer Liverpool than is the great port of the United States. The 366 miles of ocean travel, by which the route from York Factory exceeds that from Quebec, amounts to but little additional in freight rates, while by adopting the former route, the 1,200 miles of lake, canal and river transportation from the head of Lake Superior to Montreal is saved. In comparing the routes, the distance from Winnipeg to Hudson's Bay may be put against that from Winnipeg to Lake Superior, though the former is somewhat greater. From Lake Superior to Liverpool, via Montreal and Quebec, is 3800 miles, a transshipment from propellers to ocean vessels being necessary at Montreal; while York Factory is 834 nearer, no transshipment being necessary. The navigation of Hudson's Bay is assured for four months in the year, and it is thought almost certain that it is open for five months. A movement is now on foot to construct a railway from Winnipeg to Hudson's Bay and it is probable that in a few years the line will be in operation to Port Nelson, there to connect with a line of steamers. It is not hazarding too much to say that the successful operation of this route would reduce the cost of North Western Canadian wheat in Liverpool fully 15c. per bushel, making the total cost 65c. per bushel, equal to £1 1s. 5d. sterling.

TELEGRAPH LINES.

The North Western line, which has its terminus in Winnipeg, connects with the telegraph system of the United States and through these with the lines of the Montreal and Dominion Companies of Canada, which are in direct communication with the Atlantic cable. The Canadian Pacific Telegraph Line is in operation from Lake Superior to Winnipeg, 431 miles, and westward from Winnipeg to Edmonton, 811 miles. This line is to be extended across the Rocky Mountains to connect with the British-Columbia Line to the Pacific coast. The Manitoba Telegraph Company has recently erected a line from Winnipeg to Portage la Prairie, north westerly, about 70 miles. This line will probably be extended further west this year.

POSTAL, EXPRESS AND STAGE FACILITIES.

The Canadian postal system is one of the most complete in the world, extending to every settlement, no matter how remote. There are over

5,000 offices in the Dominion. Of these no less than 120 are in the North West. The rate of postage between places in Canada, and between Canada and the United States, is 3c. per $\frac{1}{2}$ oz. for letters, and 1c. for post cards, a much lower charge, in consideration of the great distances covered, than the penny postage of England. The rate for letters between Canada and Great Britain is 5c. per $\frac{1}{2}$ oz., and 2c. for post cards. The post offices in towns and principal villages are also money order offices, from which money can be transmitted to any part of the world at a merely nominal rate of commission. A Government Savings' Bank is carried on in connection with the Post Office Department, with offices at all important places. Four per cent. per annum is allowed as interest on deposits. A daily mail is received in Winnipeg and several other places in Manitoba, from other points in Canada and from the United States. Winnipeg is the great distributing centre for mail matter for the North West. Semi-weekly and weekly mails are dispatched to all offices within the Province, and to several in the North West Territories. The more remote portions of the territory are served by a bi-weekly mail, which will be changed to a weekly service as soon as the increased settlement warrants the alteration. New settlements are at once given a post office, with a regular service.

Parcels and other goods requiring quick dispatch, are received in Winnipeg daily by rail. Stages run from Winnipeg to the principal places in the Province and Territories, carrying passengers at reasonable rates.

THE SOCIAL QUESTION.

It has been well remarked that in Canada society is less marked by the distinctions of caste than in the Mother Country; while there is at the same time a careful preservation of those traditions which give the general features to English society which are found the world over.

The early settlers of the North West were principally French and English half-breeds, and Scotchmen who emigrated. Since the acquisition of the territory by Canada, large numbers of Canadians from the older provinces have gone in, as well as a great many emigrants from England, Ireland and Scotland. The population is a remarkably united one, distinctions of all races being dropped in the general desire to build up a strong, homogenous community. Two large colonies of Russian Mennonites occupy reserves set apart for them, and an Icelandic settlement has been formed on Lake Winnipeg. Earl Dufferin, a keen observer of social progress, appears to have been remarkably struck by the absence of a rivalry among the races, and their desire to unite for the common good. At a banquet in Winnipeg in 1877, after an extended tour through the Province, he said:—

"I cannot help remarking with satisfaction on the extent to which a community of interests, the sense of being engaged in a common undertaking, the obvious degree in which the prosperity of any one man is a gain to his neighbours, has amalgamated the various sections of the population of this Province, originally so diverse in race,

origin, and religion, into a patriotic, closely welded, and united whole. (Applause.) In no part of Canada have I found a better feeling prevailing between all classes and sections of the community. (Cheers.) It is in a great measure owing to this widespread sentiment of brotherhood that on a recent occasion great troubles have been averted, while at the present moment it is finding its crowning and most triumphant expression in the establishment of a University under conditions which have been found impossible of application in any other Province of Canada—I may say in any other country in the world—(great cheering)—for nowhere else, either in Europe or on this continent, as far as I am aware, have the bishops and heads of the various religious communities into which the Christian world is unhappily divided, combined to erect an *Alma Mater* to which all the denominational colleges of the Provinces are to be affiliated, and whose statutes and degrees are to be regulated and dispensed under the joint auspices of a governing body in which all the Churches of the land will be represented. (Great applause.) An achievement of this kind speaks volumes in favour of the wisdom, liberality, and the Christian charity of those devoted men by whom in this distant land the consciences of the population are led and enlightened, and long may they be spared to see the efforts of their exertions and magnanimous sacrifices in the good conduct and grateful devotion of their respective flocks." (Cheers.)

THE ABORIGINAL POPULATION.

The success of the Canadian Government in dealing with the various Indian tribes, stands out in marked contrast to the systematic frauds perpetrated by United States officials in their dealings with the wards of the State. In Minnesota, but a few years ago, these swindles culminated in a general massacre. To-day in Colorado and other States, massacres and outrages are of constant occurrence. In Canada, the Indian knows that he is under the protection of the Great Mother, that her officers will protect him against harm and faithfully carry out the agreements made under the treaties by which his title to the soil was surrendered to the Crown. As a consequence, an Indian war in Canada is unknown.

SYSTEM OF GOVERNMENT.

To the British emigrant to Canada, it must be a source of great satisfaction to know that he is not expatriating himself, that he is not about to renounce his allegiance to the land of his birth and become the subject of another and perhaps unfriendly nation. In coming to Canada he but removes from one part of the Empire to another, where he will enjoy the privileges of monarchical government, and where the representative institutions are so thorough that the people have the fullest possible control over the Ministers of the Crown. The chief officer in the Dominion is the Governor-General, appointed by the Queen, the present occupant of the position being the Marquis of Lorne. The Parliament of the Dominion is composed of the Senate and the House of Commons. The members of the Senate are appointed by the Crown for life, the members of the Commons being elected by the people. The franchise is extensive, and it may be said that almost every householder has a vote. The Government is composed of thirteen members, chosen from the Senate and Commons. Each Province has a Legislature and Government, and a Lieut.-Governor, appointed by the Crown on the recommendation of the Dominion Government. In Manitoba the House of Assembly is composed of 24 members.

The Government has five members, Treasurer, Secretary, Minister of Agriculture, Minister of Public Works, and Attorney-General. The North West Territories have a Lieut.-Governor, who is assisted in the framing of ordinances by a Council of four. The Dominion Parliament passes measures affecting the whole country ; matters of local import falling within the jurisdiction of the Provincial Legislatures.

LAWS, TAXES, &C.

The criminal law of Canada is copied very closely from the English statutes. The civil law is much simplified, in order to provide for its speedy and cheap administration, and to place justice within the reach of all classes. The judges are appointed by the Crown for life, not elected by the people and consequently open to political influences as in the United States. The Supreme Court is the chief judicial authority. Each Province has its Superior Courts of Law and Equity and County Courts for the trial of small cases of account. In Manitoba there is a Court of Queen's Bench, the system being a fusion of law and equity. County Courts are held in each of the counties of the Province. A Stipendiary Magistrate adjudicates minor criminal cases in Winnipeg. Local magistrates are appointed by the Government in the rural districts. In the North West Territories there are three Stipendiary Magistrates, and a number of Justices of the Peace.

A homestead law is in force in Manitoba, by which the settler is well protected. It exempts from seizure the debtor's ordinary furniture, tools and farm implements in use, also one cow, two oxen, one horse, four sheep, two pigs and the food for the same for thirty days, and the land cultivated by the debtor, provided the extent of the same be not more than 160 acres, in which case the surplus may be sold, with privileges to first mortgagees. The house, stables, barns, fences, on the debtor's farm are declared free from seizure by the virtue of all writs of execution issued by any Court of the Province. No limit is placed on the value of the farm or home thus secured to the family, whatever its value may become. Occasionally, no doubt, the exemption is taken advantage of by unscrupulous debtors, but the slight disadvantages in this respect are not comparable with the great advantages it otherwise confers.

In the City of Winnipeg and in the various towns, police forces are maintained by the municipalities. In the North West Territories there is a mounted police force numbering in all 300 men, stationed at various points. The North West enjoys a remarkable immunity from crime, and excesses calling for interference are very rare.

The municipal system of Ontario, pronounced by British authorities to be the most complete in the world, is being gradually extended, with modifications, to Manitoba, where as soon as a district becomes sufficiently settled, a council is elected by the people in each township or parish to ad-

minister its municipal affairs, the reeves or presiding officers of each township council forming a general council which manages the municipal matters affecting the whole county.

Taxes are exceedingly light in Manitoba. None are yet levied in the North West Territories.

RELIGION AND EDUCATION.

The utmost religious liberty prevails in North Western Canada, as well as in all the other portions of the Dominion. There is no state church, all relying on voluntarism. In Winnipeg, in the towns of the Province and in most of the settlements in Manitoba and the Territories there are churches with resident ministers. The Church of England has three bishoprics, including the whole North West, with numerous missionaries. The Roman Catholic Church has an archbishopric, a bishopric and a great number of mission stations and educational and religious establishments. The Presbyterian, Methodist, Baptist, Congregational and other denominations have numerous churches.

One of the greatest sources of pride to a Canadian is the thoroughness of the school system. Long before school boards were established in Britain, they were in operation in Canada, the result being the perfection of a system which has attracted the general attention of the educational world. General education is free to all, while the highest branches are to be obtained at an exceedingly moderate cost. Few indeed are the people reared in Canada who do not read and write. In acquiring North Western Canada, the government set aside an eighteenth of all the land as a reserve from which to procure a fund for educational purposes, some millions of acres having been thus secured. The reservation consists of two sections, 1280 acres, in each township. As the other portions of a township settle up, and school accommodation becomes necessary, the school lands will have increased in value by their proximity to cultivated lands and will produce sufficient for the erection of school buildings and for the nucleus of a permanent fund, the interest on which, supplemented by a small annual rate, will be sufficient to pay the cost of maintenance, teachers, salaries, &c. The system is as perfect as it is simple. Every township is divided into school sections of a suitable extent for one school, and in each section trustees are elected to manage its school affairs. In towns and cities a board of trustees is chosen by the people. The trustees regulate the expenditure of money, order the erection of new school houses when necessary, engage teachers, and have general charge of everything connected with the public schools. Teachers are prepared and trained at normal schools, supported and maintained at the public expense. Instruction is not by any means confined to the mere rudiments of English. In many cases the higher branches are taught, and the children are turned out with a good, sound, practical education that fits them for any ordinary position in life. As a rule no fees are charged, the schools are absolutely free, and thus the children of the poor have the same opportunities as the children of the rich.

The press displays great vitality in Manitoba. In Winnipeg there are two daily papers, conducted with considerable enterprise and ability, with large circulations. The extension of the railway system will give them large fields of usefulness. In Emerson, Portage de la Prairie, Selkirk, Gladstone, and Rapid City, weekly papers are issued. A bi-weekly is published at Battleford. Several others will probably be established this season. A French weekly is issued at St. Boniface, and an Icelandic one at Gimli.

UNIMPEACHABLE TESTIMONY.

Did space permit, endless examples might be given of the universal tribute paid to North Western Canada by those who have lived there or visited it. But a few extracts must suffice.

Rev. G. M. Grant, Principal of Queen's University, Kingston, who accompanied the engineer-in-chief of the Pacific Railway across the continent, says in *Ocean to Ocean* :—

"The climatological conditions are favorable for both stock raising and grain producing. The spring is as early as in Ontario, the summer is more humid, and, therefore, the grains, grasses and root crops grow better; the autumn is bright and cloudless; the very weather for harvesting; and the winter has less snow and fewer snowstorms, and, though in many parts colder, it is healthy and pleasant, because of the still, dry air, the cloudless sky and bright sun. The soil is almost everywhere a peaty or sandy loam resting in clay. Its only fault is that it is too rich. Crop after crop is raised without fallow or manure."

A celebrated missionary who crossed the Rocky Mountains from British Columbia, to the head waters of the south branch of the Saskatchewan River, and passed along the eastern base of the mountains to Edmonton, describes the country as an ocean of "prairies," and adds :—

"Are these vast and innumerable rich fields of hay forever destined to be consumed by fire or perish in the autumnal snows? Can it be that they are doomed to remain for ever inactive? Not so. The day will come when some laboring hand will give them value. A strong, active, and enterprising people are destined to fill this spacious void. The wild beasts will, ere long, give place to our domestic animals; flocks and herds will graze in the beautiful meadows that border the numberless mountains, hills, valleys, and plains of this extensive region."

Senator Sutherland, of Manitoba, who has lived there all his life, testified before a House of Commons Committee :—

"From my long experience there, and from what I have seen in other Provinces, I have come to the conclusion that the soil, climate and other natural advantages of Manitoba are conducive to successful farming, and that a poor man can more easily make a living there than in other parts of the Dominion."

Mr. Trow, M.P., in his pamphlet on an extended tour which he made through the North West in 1877, says :—

"What a prospect do these prairies open up to the teeming millions of Europe; the hardy Highland cotter, dragging out a miserable existence, allowed by sufferance the privilege of cultivating a barren corner of his landlord's estate; the English or

Irish tenant farmer, paying enough annually in poor rates and taxes to purchase him a farm in Manitoba; the farm laborer and female servant, slaving away their lives for a scanty pittance, scarcely enough to keep soul and body together; all may, if located upon these fertile and productive lands, in a few years, by steady and industrious habits, succeed in procuring a competency for themselves and families. We do not expect that every settler will become wealthy in a new country; some would languish if placed in the Garden of Eden; but we do say that all may, by industry, thrift and economy, prosper. All the Canadian settlers, to my knowledge, in this neighbourhood and throughout the Province, have done well and have good prospects of success."

Mr. Frank Middleton, who went from Usborne, Huron County, Ontario, to the Little Saskatchewan, wrote on June 21, 1879,

"I would advise any man who wishes to secure a home for himself not to be influenced by the lingo of those chicken-hearted fellows who turn back at the first mud-hole they come to, or can be chased by a musquito. The man who is afraid of a mud-hole or can't stand a musquito bite, need not go to any new country. Any man with ordinary intelligence and a little pluck cannot fail to make himself a comfortable home in a few years by coming to the Great North West."

Mr. S. J. Grant, formerly of Nova Scotia, writing from Winnipeg recently to the *Montreal Witness*, said:—

"There has been a great deal said about the prairies, but it has been no exaggerated account, as I have been an eye witness. It is the garden of the Dominion, and all that is wanted is people of energy and pluck to come here and make a home for themselves. Any one having from \$500 to \$1,000 capital cannot do better than come here at once. Sometimes the black clay sticks pretty tight to a person's feet, but when the sun comes out it is soon dried up in the city; but in the ploughed land in the country it is no worse than in our homes. I have seen them ploughing the unbroken prairie, and planting potatoes in the furrow, and covering them with the plough, and when this is done, harrowing it over at the finish; and farmers here say that the yield is 500 bushels to the acre, and turnips 1,000, and other grains and cereals the same accordingly. I have travelled most of the United States and all the Lower Provinces, and have seen nothing to compare to this Province."

A recent issue of the *Pall Mall Gazette* contained the following from an Englishman settled in Manitoba:—

"I have got my own house now, and am keeping bachelors' hall along with my younger brother. . . . If I get a chance next year to get it photographed I will have it taken and then I will send you one. It is pronounced by the people round to be by far the prettiest and best house in this part of the country, which gives me much pleasure, considering that I was my own architect and worked at it myself from the time we took the timber out of the bush till we moved into it. And now here I am without any rent to pay, my land growing in value every day, lots to eat, do not owe a red cent, and, best of all, enjoying splendid health. Ought not a man to be happy under such circumstances."

A correspondent of the *Boston Advertiser* says:—

"The new city of Emerson is peopled with immigrants from the other Canadian provinces, and chiefly from Ontario. I talked with several, and found that they were delighted with their prospects. The land is superlatively fertile, the soil being a black mold which is never less than two feet in depth, and in many places as much as twelve feet deep. Grain grows luxuriantly, as much as fifty bushels of wheat to

the acre, being no uncommon yield. Vegetables flourish and attain gigantic proportions. I saw a cucumber grown not far from here which was six and a half feet long. Indeed the most striking proof and illustration of the fertility of the soil is supplied by the land which the half-breeds have cultivated. I saw a crop of wheat yielding twenty-five bushels to the acre, growing on ground whereon wheat had been grown for sixty years in succession. Such land properly cultivated would prove a veritable gold mine. The air is light and exhilarating; in the hottest part of summer the evenings are cool, and a blanket can always be borne in bed. I can speak of the winter climate from hearsay only, yet all those persons who have wintered here speak of the climate in terms of high praise. Mr. Taylor, the United States Consul, who has lived in Winnipeg for six years, confirmed to me all that I have heard from the natives in favor of the winter climate. Perhaps the best proof of good health which I saw was the closing of a large druggist's store on account of insufficient custom."

Archy McCall, a Scottish emigrant settled in Manitoba, had an interesting letter in the *Airdie Advertiser* recently. This is an extract:—

"This is a fine country, as level as Glasgow Green for miles and miles. Will Ferguson says if the Heilans and this country had been mixed thegither it wad hae been o' some advantage to baith places; and Will's maybe no far wrang, for a ben every fifty miles or so here wad be a great improvement. The air is clear and pure; and you can see for thirty or forty miles at a stretch, just by a' the world gin ye were looking ower the sea. Between poaching and fishing we are getting as much flesh, fish, and fowl as we can wire intae, and no a gamekeeper tae say—"What dost thou?" Jack McLean shot a moose yesterday morning which was as fat as butter, and we did bleed her, and did make the black puddin's and the white, just like as when a mart was killed in the Heilans. We brocht wi' us from Winnipeg to our farm a bag of oatmeal, a bag of wheat meal, a bag of Indian corn meal, and a bag of pease meal; and we do have pease brose and tannocks, and scones, in galore. Our oatmeal bannocks we toast at the fire on stanes, and our Indian meal we make like parritch; and mixes it up with the wheaten flour which makes grand scones. All are most excellent as a king could desire to eat. We have got a cow, too, for which we paid £6, and so have milk in plenty, and we wonder if our friends in Old Monkland be as well off as we are, for we are literally in clover, though we have to eat and drink in a shanty wi' no a spoon in the house."

"Other six o' ye may come oot about the end o' summer for we will have plenty to keep you till next year, when the whole club may come. It will not be beef and greens at Naerday then; but every day and all the day long if we have a mind."

Mr. Bridger, emigrants' chaplain of St. Nicholas Church, Liverpool, sent the *London Times* these extracts from a letter written by a clergyman in Manitoba:—

"I have settled two or three townships in Eastern Canada with emigrants, and have sent 150 people to the great Saskatchewan. I have only been here (Emerson, Manitoba) one month, but I am so delighted with the country and climate that I determined to write to you and see if we could not together induce English Church tenant-farmers to come out here. Any man that can command £200 sterling on his arrival at Emerson has every earthly security of becoming wealthy in five or ten years. All my people that I have settled in the country are very sanguine and glad that they came."

Captain W. J. S. Pullen, R. N., says:—

"I have been in, viz.: Australia, America, North and South India, &c., that I have no hesitation in agreeing with Father de Smet, Mons Borgeau, Blakiston and many others, that there is a most extensive portion of the country so long governed by the Hudson's Bay Company ready and offering a good field for colonization."

Lord Milton, who spent considerable time in a trip through the territory to the Rocky Mountains, says in his work :—

"As an agricultural country its advantages can hardly be overrated. The climate is milder than that of the same portion of Canada which lies within the same latitudes, while the soil is at least equal, if not of greater fertility. Coal of good sound quality is abundant in the Saskatchewan, Battle, Pembina and other Rivers. In some places the beds are of enormous thickness, and may be worked without sinking, as it often crops out along the river banks. Cereals of almost every description flourish even under the rude cultivation of the half-breeds. The same may be said of all the root crops which are ordinarily grown in England, Canada or the Northern States of America."

Mr. W. B. Cheadle, Lord Milton's fellow traveller, wrote :—

"At Edmonton, eight hundred miles distant from Fort Garry, near the Western extremity, wheat grows with equal luxuriance, and yields thirty to fifty bushels to the acre, in some instances even more. The root crops I have never seen equalled in England ; potatoes get to an immense size, and yield enormously. Flax, hemp, tobacco, all grow well ; all the cereals appear to flourish equally well ; plums, strawberries, raspberries and gooseberries grow wild. The herbage of the prairie is so feeding that corn is rarely given to horses or cattle. They do their hard work, subsist entirely on grass, are most astonishingly fat ; the draught oxen resemble prize animals at a cattle show. The horses we took with us were turned adrift at the beginning of winter, when snow had already fallen ; they had been over-worked and were jaded and thin. In the spring we hunted them up, and found them in the finest condition, or rather too fat. The soil in La Belle Prairie, where we built our hut for the winter, was four feet deep, and free from rocks or gravel—the finest loam. The climate is that of Upper Canada, or perhaps rather milder. The summer is long and warm, the weather uniformly bright and fine ; with the exception of occasional showers, a wet day is almost unknown. The winter is severe and unbroken by thaw, but pleasant enough to those able to house and clothe themselves warmly."

Capt. Palliser, who made a thorough examination of the country, under instructions from the British Government, wrote the Under-Secretary of State as follows in 1858.

"It is a physical reality of the highest importance to the interests of British North America that this continuous belt can be settled and cultivated from a few miles West of Lake of the Woods to the passes of the Rocky Mountains, and any line of communication, whether by waggon or railroad, passing through it, will eventually enjoy the great advantage of being fed by an agricultural population from one extremity to the other. No other part of the American Continent possesses an approach even to this singularly favorable disposition of soil and climate. The natural resources lying within the limits of the Fertile Belt, or on its eastern borders, are themselves of great value as local elements of future wealth and prosperity ; but, in view of a communication across the continent, they acquire paramount importance. Timber available for fuel and building purposes, coal, iron ore, are widely distributed of great purity, and in considerable abundance ; salt in quantity sufficient for a dense population. All these considerable elements of wealth lie within the limits or on the borders of a region of great fertility."

His Grace Archbishop Tache, of St. Boniface, who has resided many years in Manitoba, and travelled through the greater portion of the North-West, says :—

"The coal fields which cross the different branches of the Saskatchewan are a great source of wealth, and favor the settlement of the valley in which nature has multiplied picturesque scenery that challenges comparison with the most remarkable of its kind in the world. I can understand the exclusive attachment of the children of the Saskatchewan for their native place. Having crossed the desert, and having come to so great a distance from civilized countries, which are occasionally supposed to have a monopoly of good things, one is surprised to find in the extreme West so extensive and so beautiful a region. The Author of the universe has been pleased to spread out, by the side of the grand and wild beauties of the Rocky Mountains, the captivating pleasure grounds of the plains of the Saskatchewan.

The following are extracts from speeches delivered in Winnipeg by Earl Dufferin, Governor-General, in 1877. On arriving, in reply to an address from the City Corporation, he said :—

"I beg to thank you most warmly for the kind and hearty welcome you have extended to me, on my arrival in your flourishing city which you rightly designate the metropolis of the North West, the living centre which is destined to animate with its vital energies, the rich alluvial region whose only limit appears to be an ever-receding horizon..... I have no doubt that this city and province generally, nay, the whole territory of the North West, is now illuminated by the dawn of a great advancement. Although it will not be my good fortune personally to preside much longer over your destinies, I need not assure you that your future will always command my warmest sympathies and continue to attract my closest attention, and I trust that, though at a distance, I may live to see the fulfilment of many of your aspirations."

After spending about six weeks in the Province, and continually travelling over it, Earl Dufferin was entertained at a farewell banquet by the citizens. In response to the toast of his health he said :—

"Above all I have to thank you for the evidences produced on either hand along our march, of your prosperous condition, of your perfect contentment, of your confidence in your future fortunes, for I need not tell you that to any one in my situation, smiling corn-fields, cosy homesteads, the joyful faces of prosperous men and women, and the laughter of healthy children, are the best of all triumphal decorations. (Great applause.) * * I fear the only further return in my power is to assure you of my great sympathy with you in your endeavours to do justice to the material advantages with which your Province has been so richly endowed by the hands of Providence. From its geographical position, and its peculiar characteristics, Manitoba may be regarded as the keystone of that mighty arch of sister Provinces which spans the continent from the Atlantic to the Pacific. (Great applause.) It was here that Canada, emerging from her woods and forests, first gazed upon her rolling prairies and unexplored North West, and learnt as by an unexpected revelation that her historical territories of the Canadas, her eastern seabords of New Brunswick, Labrador and Nova Scotia, her Laurentian lakes and valleys, corn lands and pastures, though themselves more extensive than half a dozen European kingdoms (applause,) were but the vestibules and antechambers to that till then undreamt of Dominion, whose illimitable dimensions alike confound the arithmetic of the surveyer and the verification of the explorer. (Tremendous applause.) It was hence that, counting her past achievements as but the preface and prelude to her future exertions and expanding destinies, she took a fresh departure, received the afflatus of a more imperial inspiration, and felt herself no longer a mere settler along the banks of a single river, but the owner of half a continent, and in the magnitude of her possession, in the wealth of her resources, in the sinews of her material might, the peer of any power on the earth. (Loud applause.) * * * In a world apart, secluded from all extraneous influences, nestling at the feet of her majestic mother, Canada dreams her dream, and forebodes her destiny—a dream of ever-broadening harvests, multiplying towns and villages, and expanding pastures; of constitutional

self-government and a confederated Empire; of page after page of honourable history, added as her contribution to the annals of the Mother Country and to the glories of the British race; of a perpetuation for all time upon this continent of that temperate and well-balanced system of Government which combines in one mighty whole, as the eternal possession of all Englishmen, the brilliant history and traditions of the past with the freest and most untrammelled liberty of action in the future. (Tremendous cheering.) Most heartily do I congratulate you upon all that you are doing, and upon the glorious prospect of prosperity which is opening out on every side of you. (Applause.) Though elsewhere in the Dominion stagnation of trade and commerce has checked for a year or two the general advance of Canada, here at least you have escaped the effects of such sinister incidents, for your welfare being based upon the most solid of all foundations, the cultivation of the soil, you are in a position to pursue the even tenor of your ways untroubled by those alternations of fortune which disturb the world of trade and manufacture."

The Marquis of Lorne, in his farewell address to the electors of Argyleshire, before leaving to take the position of Governor-General of Canada, said:

"Some years ago, at a public meeting in Glasgow, I took the opportunity to describe the temptation offered by the Canadian Government to men employed in agriculture here, to settle in Manitoba, and since that day, as before it, hundreds of happy homesteads have arisen, and the energies of the Dominion have been directed towards the construction of railways, which will make Manitoba and the North West considerably *more accessible than is Inverary now*. Let me invite your attention to this great Province and the vast prairie beyond. I am informed, unless one has heard or seen for himself, he can form no idea how fast the country is settling up with people from England, Scotland, Ireland, Russia, Iceland, and the older Provinces of the Dominion."

Professor Goldwin Smith, M.A., says:—

"I found Canada a very happy and pleasant country to live in. I don't think I can be deceived in saying *the farmers of Canada are a prosperous race*."

Captain French, R. A., recently wrote from Devonport to the *Christian*, an English religious weekly:—

"Having lived for some years in Manitoba and the North West Territories, when Commissioner of the North West Mounted Police, I feel that I can give your readers some reliable information. * * * As regards soil, I fully believe that Manitoba contains more excellent lands within its bounds than any other country of equal size in Her Majesty's dominions. The adjoining portion of the North West Territories is little inferior to Manitoba. The climate is no doubt very cold in winter, but it is a dry cold, and is healthy at all seasons of the year—none of the fever and ague so prevalent in the Western States of the American Union."

—THE BRITISH PRESS.

"Those who have tried Canadian winters, tell us no more than the truth when they say that the variations of the English climate are more to be dreaded than the equable lowness of temperature in the Dominion."—*The Times*.

"It is astonishing to see the ignorance of Englishmen generally respecting the true character and resources of this splendid colony. In each of the farms is a mine of wealth, and it only needs strong arms and clear heads to develop it."—*Daily News*.

"It certainly is pleasing to reflect that thousands of families have found independence, if not comparative wealth, in our Canadian possessions, who, had they

remained at home, might still find difficulty in procuring the means of living. A large and still augmenting class of farmers have here attained to competence and ease."—*Morning Advertiser*.

"We believe that, as a rule, the probabilities of emigrants getting on are in favor of British Colonies. . . . The immense reach of fertile and unoccupied land awaiting the plough, between Red River and the Rocky Mountains, ought to be sufficiently inviting to all Welsh as well as English subjects seeking a home abroad."—*Daily Telegraph*.

AMERICAN WITNESSES IN THE BOX.

The United States people and press are proverbially huge advertisers of the advantages possessed by their own territory. But they fully recognise the great future of North Western Canada. In a recent issue the *Boston Journal* said:—

"In the Red River Valley the sun shines through a mellow haze, while all around, as far as the eye can see, there is such richness of verdure, such wealth of greenness and display of flowers, that the language descriptive of the Elysian fields, and the choicest and best of poetry, is too forceless and feeble to convey an idea of the richness and beauty of this fair region of the world."

The St. Paul, (Minnesota) *Pioneer Press* recently said:—

"Within the isothermal lines that enclose the wheat zone west and north-west of Minnesota, which is being, or is soon to be, opened to civilization, lies a vast area of fertile lands from which might easily be cut a dozen new states the size of New York. And within the next ten or fifteen years this whole region will be traversed with railroads and millions of acres of virgin sod along their lines will be turned up by the plough, and the elements of fertility which have been stored for ages under the grasses of those wide plains, will come forth at the bidding of farmers from every clime in golden treasures of wheat and corn and a new and populous empire of thrifty agricultural States will pour its trade along the iron tracks which are rapidly following in the trail of the fleeing buffalo over the very paths trodden by his multitudinous hoofs."

The *Philadelphia Press* had the following in a leading article of a late issue:—

"The greatest wheat-growing region in the world is now being opened to settlement. The largest and most productive portion lies within the British Province of Manitoba in North America. It is sufficiently prolific when fairly cultivated to make England independent of the United States for breadstuffs and to create a powerful rivalry with us elsewhere. On both banks of the Red River of the North, from its source to its entrance into Lake Winnipeg, and on both sides of the international boundary between Canada and the United States exists this territory. Thence the fertile belt, of which it is the western extremity, sweeps in a north-western direction some 300 miles along the course of the two Saskatchewan rivers and forward to the Rocky Mountains of the west, embracing an area, says a writer in the *Nineteenth Century*, of at least 20,000,000 acres, nearly the whole of which is to-day untouched prairie of the richest description. * * * All this magnificent region of prairie, river and lake is British territory. Within five years it is calculated that 4,000,000 acres of this fertile prairie land will be under wheat cultivation. This means an addition to the wheat products of the world of over 100,000,000 bushels. The exports of all America to the United Kingdom from the 11th of September, 1877, to May 11th, 1878—the eight shipping months—was about 100,000,000 bushels. This amount, large as it is, is not more than may be

expected within the next few years to be the annual production of this new wheat field of the Winnipeg water shed. The influences of the opening up of this new district cannot but have a most important effect on the supply of the English market. "It will make the mother country entirely independent of foreign supply." It is evident that our superiority as a grain-growing country is likely to be threatened by the rich prairie wheat lands in North Western British America."

The *Philadelphia Enquirer* says:—

"The Red River valley, which is the heart of the large operation in wheat culture, is 75 miles wide and 400 miles long. Experience in the Selkirk settlement, in Manitoba, above and below Fort Garry, justifies the declaration that the soil of the valley is inexhaustible. There is no diminution in the yield of fields which have been cultivated continuously for a half-century."

The opinions of the United States Consul at Winnipeg on the wheat producing capabilities of North Western Canada have already been quoted. In the same speech he said of its adaptability for stock raising:—

"In his opinion the beef raised in this northern district, to which he had referred, would be found to be superior in quality and superior in quantity to any that could be raised even on the plains of Texas and the adjoining States. (Cheers.) Already, he had been told the cattle owners in these States were obliged to drive their herds to Montana for winter pasture. (Hear, hear.) Even now they were under the necessity of coming as far north as the Yellowstone—a region about the equivalent of this in its adaptability to the wants of these great cattle kings."

The late Hon. W. Seward, some fifteen years ago, when a member of the United States Government, wrote:—

"Hitherto, in common with most of my countrymen, as I suppose, I have thought Canada, or to speak more accurately, British America, a mere strip lying north of the United States, easily detached from the Parent State, but incapable of sustaining itself, and therefore ultimately, nay right soon, to be taken on by the Federal Union, without materially changing or affecting its own development. I have dropped the opinion as a national conceit. I see in British North America, stretching as it does across the continent from the Atlantic to the Pacific, and occupying a belt of the temperate zone * * * a region grand enough for the seat of a great empire—in its wheat fields in the West * * * its invaluable fisheries and its mineral wealth. I find its inhabitants vigorous, hardy, energetic and perfected by British constitutional liberty. Southern political stars must set, though many times they rise again with diminished splendor, but those which illuminate the pole remain for ever shining, for ever increasing in splendor."

Mr. J. J. Hill, General Manager of the St. Paul, Minneapolis & Manitoba Railway, an American line, who has travelled extensively through the Western States, gave evidence before a committee of the Canadian House of Commons in 1877. He said that a large number of Mennonites from Southern Russia settled in the southern part of Dakota at or about the time the same class of people settled in Manitoba; that the settlers in Dakota paid 29c. per bushel freight from their settlement (Odessa) to Duluth; that their brethren in Manitoba only paid 24c.; and that the land is not as good in Dakota as in Manitoba. Mr. Hill has been over the country, and is familiar with it, knows both countries well, and he says Dakota is more subject to visitation from locusts and more easily affected by drought than Manitoba. Mr. Hill further states that

the soil in those Western States is not equal to that in the Red River Valley, and that such rich land cannot be found in any other place on the American continent as in Manitoba, unless it be on the Wabash, a short distance from Miami, nearly opposite St. Louis, called the Illinois bottom. Mr. Hill considers the Red River Valley the richest farming land he has ever seen and predicts for the settlers in Manitoba a bright future. Seeing that Mr. Hill is part owner of 3,000,000 acres of land in Minnesota, his evidence as to Manitoba is certainly not likely to be at all extravagant.

THE BRITISH DELEGATES.

Reference has already been made to the visit paid to the North West last autumn by a number of delegates selected by British farmers. In order to show their opinions of the country, a number of extracts are subjoined from British papers.

The Dumfries and Galloway *Courier* of Dec. 23, 1879, says:—

"A meeting of the farmers of the Stewartry of Kirkcudbright was held in the Town Hall, Castle-Douglash, yesterday (Monday), to hear the report of Mr. James Biggar, Grange Farm, the delegate sent to Canada by the Stewartry to report on that country as a field of emigration for agriculturists. The hall was crowded in every part, a large number being unable to find even standing room.

"The Chairman mentioned the circumstances under which Mr. Jas. Biggar had been sent out to Canada as the delegate from the farmers of the Stewartry, and said he did not think they could have selected a more qualified man. (Applause.) He was a man with his eyes all about him, and he had returned safe and sound to tell them what he saw in Canada, and whether it would be worth their while to go out and settle there.

"Mr. Biggar, who was warmly received, then proceeded to deliver his exhaustive, interesting, and instructive report, which was as follows:—

"I think it may be well to explain the footing upon which the delegates from other districts and myself recently visited Canada. You are no doubt aware that of late the United States have been making efforts to induce settlers to go there and take up the large extent of unoccupied lands which they possess. Canada has lately discovered that she possesses in the North West an immense extent of fertile country fit for settlement, and consequently invites a share of emigration, more especially from this country—partly to settle these new lands, and partly to take the places of those farmers in Ontario and other older settled Provinces who are moving to the North West. So many people have been deceived by overdrawn and highly colored pictures of Western States, published by land companies, railway companies, speculators, and others, that such suspicion and distrust of emigration agents generally has arisen. The Canadian Government therefore decided on asking the farmers of this country to send delegates from amongst themselves whose report would be received at home with more confidence than the statements, however true, of these agents who were strangers. The idea I believe originated with the Hon. J. H. Pope, Minister of Agriculture, a gentleman of whom I cannot speak too highly, and has been generally approved of both here and in America. The result was, as you know, my appointment here some three months ago, and I have now to give you my report." * * *

At the Dominion Exhibition at Ottawa a very interesting collection of Manitoba products was shewn in a separate building, and was much admired. Sections of the soil, 3 to 4 feet deep, were shewn, and excellent specimens of its products, including

grain, hay, vegetables and turnips, which were very good * * * Winnipeg (formerly Fort Garry) is situated at the confluence of the Assiniboine and Red Rivers both of which are navigable by steamers for many hundred miles, and is increasing very rapidly in importance. For some years, prior to 1871, the population was stationary at about 400. It is now stated to contain 12,000 inhabitants, though it did not look to us like a city of more than 10,000. In order to see as much of Manitoba as possible, our party divided, part going west as far as Rapid City on the Little Saskatchewan. I only went as far west as Portage-la-Prairie, 65 miles, and afterwards went to the district on Tobacco Creek, at the foot of the Pembina Mountains, about 90 miles S. W. of Winnipeg. The first journey took nearly four days, the latter five. We travelled in spring waggons holding four persons and some baggage, drawn by a pair of horses—costing us about 24s. a day. The road from Winnipeg to Portage-la-Prairie is about equal to a fair peat-road, and innocent of Macadam. The larger creeks are bridged over, and some of the smaller filled with bundles of willows, which make them fairly passable. The road is the great highway of the North West, and is traversed daily by trains of Red River carts carrying goods to the N. W. and bringing back furs and other produce. These carts are constructed entirely of wood and drawn by oxen or ponies. They carry a load of 800 to 1,000 lbs., and some go 1,000 miles to the foot of the Rocky Mountains. The trail frequently shifts 50 to 100 yards to avoid places which become bad; and in the rainy season, June, the roads are very heavy, and no travelling is done which can be avoided. In some places a corduroy road has been made and covered with earth from the ditches on each side, but as a rule there has been little attempt at road-making—the trail winding over the open prairie or through clumps of willow and scrub oak. Near Winnipeg we passed some good farms of dry land belonging to Mr. D. A. Smith, the Hon. James M'Kay, and others. Mr. M'Kay has a small herd of tame buffaloes and some buffalo crosses. Some ten miles out we passed the copse wood mentioned, but there is no heavy timber except along the banks of the Assiniboine on the left. There are a good many half-breed settlers on the banks of this river, their claims being very narrow, but extending back from 2 to 4 miles. We stayed all night at an inn on Pigeon Creek. Part of the district beyond this is low and marshy, but at Poplar Point we find good dry land, thickly settled; and at High Bluff, some 6 or 8 miles from the Portage, is some of the most desirable land we saw in the North West. It was rich dry soil, settled and fenced. The crop was stacked in the fields, and on some farms thrashing was going on. We called on some farmers from Ontario who settled here some years ago and are doing well. The stubble was clean and strong, and we took samples of the wheat, which was very good. We heard very different statements of the yield of wheat, varying from 25 to 40 bushels. M'Lean, a farmer near the Portage, had 1,230 bush Five wheat off 40 acres. Another man, a native of Rensselaire, who was ploughing his own land, told us he had cropped it for 17 years in succession, his last crop yielding 35 bush. per acre. Mr. Ryan, M.P., a good authority, said the average of wheat might safely be taken at 25 to 30 bush., 60 lbs., and of oats at 60 bush., 34 to 38 lbs. We also saw an Ontario farmer, who came here some years ago and bought 500 acres land at \$10 per acre. He had 300 acres of arable and 200 under timber, the latter being probably the most valuable portion. There is a saw mill at the Portage, the timber being floated down the Assiniboine a distance of 300 miles. The price of wheat at the time of our visit was 55c. at the Portage and 65 at Winnipeg, but it soon after advanced 10c. to 15c. The rate of freight to Montreal is about 34c per bush., but as soon as the railway is opened to Thunder Bay, which is expected in less than two years, the rate will not exceed 25c; and is put by some as low as 17c. per bush. As a field for wheat-raising I would much prefer Manitoba to Dakota. The first cost of land is less; the soil is deeper and will stand more cropping; the sample of wheat is better, and the produce 5 to 10 bushels per acre more, all of which is profit; and as soon as the new railway is opened the cost of delivering it at the seaboard will be the same or less. I have not before referred to the grasshoppers, a scourge which has visited the country several times and destroyed the crops. The settlers do not seem to fear them much, as they only appear at considerable intervals and disappear altogether when the country is cultivated. With regard to the competition of this western wheat in our markets, wheat sold at 70c. in Manitoba leaves a good profit to the

grower, and would cost, delivered in England, about 4s. 9d. per bushel, a price which does not pay the English farmer. It is evident, however, that this western grain is affecting the Eastern States of America quite as much as this country. The average crop of the United States is surprisingly low, the returns for a good many States being as low as 12 to 14 bushels per acre; this evidently does not pay the grower, and many are therefore giving up wheat, and going in more for other branches of farming. Much of the wheat producing land in the east being thus, for a time at least, exhausted, supplies will have to come from the virgin soils of the west, and as these are rapidly undergoing the same process, the farmers of the United States will, before very many years, be very much on a level with the farmers of this country. The *virgin soils* of Canada are, however, much more extensive, and will probably be able to send us wheat when the United States have ceased to be an exporting country. In returning to Winnipeg we made a detour of some miles to the North of High Bluff, and found it all good, dry prairie, pretty well settled; returning to the main road, night came on, and we travelled at a walk for two weary hours before reaching our halting place. We passed the tents and fires of many of the cart trains camped for the night, and could hear the bells on their horses and cattle feeding around, though we could not see them in the darkness. We had some difficulty in keeping the track; and in crossing some of the sloughs or ditches had to light matches and shew the way over the willow bridges. We were heartily glad to reach the first inn. Next day we met many emigrants going west, and conversed with several. One, a native of Lanarkshire, had first heard of the fertility of Manitoba from an old Hudson's Bay man in Glasgow 30 years ago. He had been over most of the United States as a mechanic, and was now going to land he had taken up, 20 miles west of the Portage. We also met Mr. John Henry, a brother of Mr. Henry, Bogfoot, in the Stewartry, going west with his family. He had sold his Ontario farm of 200 acres at 47 dols. per acre, and taken up 320 acres of land for himself, and the same for each of his five sons, on the Government terms—in whole, 1920 acres of fine land, eight miles west of Rapid City; and was highly pleased with his prospects. This is a good illustration of an anecdote Lord Dufferin related in one of his speeches. When Lord Dufferin was on his way to Canada to enter on the office of Governor-General he visited the steerage and addressed the emigrants, numbering some 400, who were in the ship. One man complained that he had too large a family. Lord Dufferin in the course of his remarks, referred to this, and said that in the old country it was possible sometimes for a man to be burdened by too large a family, but in the country to which they were going a man could hardly have too many children. Whereupon a stalwart young fellow slapped his Lordship on the back and exclaimed—'Right you are Sir, that's just what I have been telling Emily.' These Ontario settlers are evidently the best for Manitoba. They have had some experience of the country, and are well prepared for the difficulties of pioneer life. Nearer Winnipeg we met a large party of emigrants from England, with their train of wagons and Red River carts. They had come out in connection with the Dominion S. S. Company to settle on the Company's lands. They were halted for their mid-day meal, and as the weather was fine accepting the situation cheerfully. Many of them were fashionably dressed and evidently new to the life they were adopting, and as they had a journey of 14 days before them, we fear, should bad weather set in, things would not continue so pleasant. They would have houses to build and many preparations to make; and, were going west far too late in the season. These trains were not without an element of sadness. We met a stalwart, quiet looking Yorkshire man with three nice-looking, but evidently motherless girls, from 10 to 14 years of age. Beaten at home, he was entering a new country to try again. His span of oxen were jaded and evidently inferior, and he had already fallen behind the main party. He would require a change of oxen to get over the 150 miles of road to Rapid City. The old man's prospects were not bright, but the girls will doubtless soon find homes of their own.

"Winnipeg is the best place to buy waggon, cattle, implements, &c.; but settlers should take advantage of the competition in trade which exists. We found that some settlers had paid considerably more than they should have done for some of their waggons, &c. It is a great mistake for emigrants to take heavy or bulky articles with them—the carriage costs more than they are worth.

"Next day we started for the Pembina district. Crossing the Assiniboine our road lay for 40 miles south, along the bank of the Red River. For ten miles or so to the La Salle river the road passes through a rather low and wooded country, most of the timber being small copse. We then emerge on open prairie, most of the river lots being settled and under cultivation. This continued, with intervals of unbroken prairie, all the way to Morris, which we reached at dusk. The prairie west of the road was mostly unbroken, and had been swept by fire. We saw a good many stacks of prairie hay and some cattle. Prairie grouse were pretty numerous and we shot 25 brace on this journey. The land at Morris is hardly so heavy as nearer Winnipeg. Crops were reported to average 18 to 22 bush. per acre. Next day we struck west along the second base line, and ten miles out reached the Lowe farm the only house for 25 miles. We were kindly entertained by Mr. Lowe, Jr., on our return. This farm consists of 19,000 acres, which Messrs. Lowe intend farming on a scale similar to the Dalrymple farms. They have erected a fine house and buildings, and have 500 acres broken for next crop. They have had some loss among their horses, the work of breaking being severe, and the hay and water not suiting horses from Ontario at first. Oxen or mules do better for breaking. They have also had some difficulty in getting good water, and have put down a bore of 90 feet to the rock, where they have hope to find a good supply. Meantime they have to draw supplies some distance. Water is one of the first considerations with the settler. It is rare that water is so difficult to get as in the case we have mentioned. The water of the creeks is good; and we made a point of tasting the well water at a good many places we visited. Sometimes it was sweet, and sometimes it had an alkaline or sulphurous taste, but stock take it readily enough. The Lowe farm is all level prairie, with a little marsh, on which you might drive a plough for miles in any direction. It is intersected here and there by small channels or cooleys, which carry off the water in spring, but do not impede a plough or reaper. The soil is a rich, black mould, 18 inches deep on a clay subsoil. Our trail for several miles lay through the south corner of the big marsh, consisting of many thousand acres, which is flooded by the Boyne river in the rainy season, but could be drained with little difficulty. It was covered with most luxuriant grass, in some places three to four feet high. In some places it was still soft, and the horses went up to the knees and pulled us through with some difficulty. We travelled over 40 miles, and reached Messrs. Riddell's farm on Tobacco Creek just in time, as we were hardly well inside when a thunderstorm, with heavy rain, came on and a very dark night. Next day we drove over Messrs. Riddell's farm and some of the surrounding country. Messrs. Riddell have several thousand acres of nice dry land, well situated on the Creek, along which there is some fair timber. They have not yet cultivated much wheat, as they are some distance from a market, but they expect 'ere long to have communication with Winnipeg by the Pembina Railway branch, which will add greatly to the value of their land. Their wheat has averaged fully thirty bushels per acre. This and the Pembina Mountain district is considered one of the finest parts of Manitoba. The Pembina Mountains are terraces of some 300 to 400 feet high, well clad with timber; their summits being an immense plateau of level prairie, which is thickly settled nearly as far west as Rock Lake. This district is fairly well-wooded, and grows the wild dog rose, a sign of good dry land. We re-crossed the Atlantic with a young man who had bought 320 acres, with a log house and some improvements, for \$500. We had fine weather for our return to Winnipeg, and witnessed a Red River dance at Morris. We also drove out to Mr. Gerrie's farm on Sturgeon Creek, eight miles north-west of Winnipeg. Mr. Gerrie owns 40,000 acres in different parts of the Province, and has here a block of 500 acres, nearly all dry and well situated. The soil is a black loam of 12 to 18 inches deep on a friable clay loam. A crop of oats, sown on breaking, had been very bulky; but the quality of the oats grown on new land is generally poor. Mr. Gerrie had sold a part of this block at £1 an acre. Returning to Winnipeg we passed through a considerable breadth of lower land on which hay had been cut. We saw loads going into town, where it sells from \$6 to \$8 a ton in quantity. Six dollars is about the lowest price, and as the cost of cutting, stacking and delivering in town does not exceed \$3 to \$3½ per ton it seems to be a profitable business on land which yields two tons per acre, and which can be bought at less than \$5. We also drove out with Mayor Logan and some other gentlemen to Bird Hill, east of the Red River,

from which we had a fine view. The country east of the river is more rolling and broken than the west side, and more wooded. We saw prairie fires to the south and west. The railway from Winnipeg to Selkirk is now finished, and we saw here some large deposits of gravel, which by-and-by will be of great use in road making. We passed through the settlement of Kildonan, which skirts both banks of the Red River north of Winnipeg. It was settled by Highlanders from Sutherlandshire in 1812. The claims are from 5 to 12 chains wide, and go four miles back. Only a small proportion along the river is cultivated, the rest being used for hay and pasture. We saw land which had been in wheat from 35 to 50 years, and took samples of the wheat soil and subsoil. We also saw some first-rate turnips. We did not see any signs of manure being applied, though we saw manure heaps, the accumulation of 20 years. As there is no decrease of crops, the natives do not think it necessary to use manure yet; indeed it has been customary to draw the manure on to the ice of the river in the winter and allow it go off in the spring freshets. Others who had not this facility had found it necessary to remove their barns rather than remove the manure heap. The cultivated land was clean and seemed in good condition. On the banks of the river we could see a depth of 12- to 14 feet of soil, all an alluvial deposit. The settlement of Selkirk, further down the river, was settled in the same way, and similar to Kildonan. Returning to Winnipeg we saw a start being made on the first section of the Canadian Pacific Railway west of this point. The construction of this section is contracted for at \$6,000 per mile, being little more than the cost of rails, sleepers and ballasting. The cost of working will also be light, as the steepest gradient from Lake Superior to the Rocky Mountains, does not exceed 1 in 100. When in Winnipeg a banquet was given to the Ministers Aikins and Bowell, to which the delegates were invited, and at which a great future for the North West was confidently predicted. Mr. Cowan from Wigtonshire, who visited the district west of the Portage, as far as Rapid City, kindly favored us with his notes on that section. He says the land for 12 miles west of the Portage is good, similar to the land of High Bluff. Twenty miles west of it is low and rather marshy, then changes to a sandy loam, and then very low for 16 miles past Gladstone, and no use till drained. The trail here strikes White Mud River, a clear and in places rapid stream. From White Mud River to Stoney Creek and over Riding Mountains the land is light and sandy in parts, but generally good rolling prairie, fit for mixed husbandry, till the Prairie City on the Little Saskatchewan is reached. From Prairie City to Rapid City the trail is along this river, the banks of which are light and gravelly, but a mile back the land is good rolling prairie, not quite so heavy as the land near the Portage. The south trail from Rapid City to the Portage passes through land similar to what we have described. On the big plain, 25 miles east, Mr. McKenzie has a farm of 4,000 acres. This gentleman who came from Ontario, 11 years ago, gave Mr. Cowan some useful information. He owns about 18,000 acres of land, selected very judiciously in various parts of the Provinces. One of his sons is on a farm of 1,700 acres on the beautiful plain, and has 300 acres under crop. He has also a grazing farm, 60 miles north west of the Portage, on which he says 800 acres would yield enough hay to winter 2,000 cattle. He lives on a farm of 2,400 acres, 9 miles west of Portage la Prairie, some of which he has cultivated for nine consecutive years. His wheat yielded 41 bushels per acre in 1877, 36 bushels last year, and he expects 40 bushels from this year's crop, all of the Fife variety, and 60 to 62 lbs. per bushel. He sows wheat from 15th April to 12th May, and reaps in August. Oats may be sown till 20th May, and barley as late as 10th June. Oats yield 75 to 80 bushels per acre, 34 to 36 lbs.; barley 40 to 45 bushels, 50 to 52 lbs. He drills in about 2 bushels of each. His land is a good black loam, 18 inches deep, on a subsoil of 3 or 4 feet of loamy clay, and grows excellent crops of roots of all kinds. Potatoes, with very rude cultivation, grows 7 to 10 tons per acre, and turnips as high as 50 tons, without manure. Swedes frequently weigh 16 to 20 lbs. One exhibited last year weighed 36 lbs. Good water is found at 16 feet, and stock do well. Mackenzie has a stock of very useful well bred cattle, the best in the Province. He finds a ready market for all his produce in settlers coming in, and expects to need no other for some years. He pays £40 a year and board for white labor; and 2s. per day and board for Indian labor. He had an Indian ploughing one of his fields. Mackenzie must be con-

sidered a good authority on the matter of crops, but his results are evidently considerably better than the average, and it would not be safe to calculate on his figures. Though we spent nearly four weeks on our journey to and from Manitoba, including the time we were there, we saw only a very small portion of the 3,000,000 acres it contains; and, as Manitoba is only the beginning of the immense extent of fertile country which extends to the foot of the Rocky Mountains, we can hardly do more than say that we have had our foot in the North-West. The British possessions in North America are larger than the whole of Europe, and larger than the United States, without Alaska, and as the wheat region through which the Canada Pacific Railway will pass is estimated to contain 160 million acres, the Canadians may well be enthusiastic over their possessions. None of the delegates went west of Rapid City, but the country south to the Assiniboine is reported good dry land, water good, and timber scarce. At Shoal Lake, 40 miles N.W., the land is similar, and on to Fort Ellice and the Touchwood Hills. At Edmonton, 830 miles, the land is said to be undulating and of the finest description, and those who have visited the Peace River describe it as the finest country of the whole, and say that, notwithstanding its high latitude, it grows wheat well, while, owing to its situation on the east slope of the Rocky Mountains, the climate is much milder than in much lower latitudes. A reference to a map, on which isothermal lines of winter and summer are marked, will illustrate this. But I may say that, while it is in the same latitude as Scotland, the summer is similar to that of Belgium. Most of the land in Manitoba is now taken up, and emigration is flowing westward to the free grant lands. The land is surveyed in sections of a mile square, or 640 acres. Half of these sections, corresponding to the white squares of a draught board, are reserved as railway lands, and sold at fixed prices, according to distance from the line of railway. The sections corresponding to the black squares are reserved as free grant lands, each settler receiving 160 acres on payment of a nominal sum, and with power to buy 160 more on easy terms, the price varying from 1 to 2½ dollars per acre. The policy of the Government is, if possible, to build the railway ahead of settlement. They also wish to prevent speculators getting possession of large breadths of land to hold on speculation, but in this they have hitherto failed, as many men own from 10 to 40 thousand acres within 100 miles of Winnipeg. These lands at present bring in no revenue to the owners; indeed, it is probable that some are paying interest on the purchase money at high rates. These lands are all for sale at prices from 1 to 5 dollars per acre for unbroken land, and in some cases improved lots might be bought for the higher sum. There are many men who have taken up homesteads and pre-emptions who will sell their rights for a small profit. So there is no likelihood of land being scarce for many years to come, and settlers who can pay the prices I have named do not require to go far west unless they choose. On the whole I was favorably impressed with Manitoba, and the other delegates whom I met expressed the same opinion. No one who sees the immense extent of fertile soil and the excellence of its products can doubt for a moment that there is a great future before that country. Nearly everyone we met who had seen anything of the North-West spoke of it in glowing terms; and, though it is necessary to allow considerable discounts on the statements of those who have not much experience in agriculture, we were satisfied that settlers, with industry, experience and some capital, could not fail to do well. A man with £100 can make a start on a homestead; a man with £200 to £300 can start well; but as a rule men with more capital have the best chance. Stock do well, but require shelter and hay in winter. There is a good home trade in cattle, large numbers being imported at present from Minnesota. The cattle we saw in Manitoba were good and strong, rather short of breeding, but infinitely superior to the Texas and native Colorado cattle we afterwards saw in Chicago market. We think Galloway cattle would suit the country well. Yearling cattle were selling at 12 to 16 dollars; two-year-olds at 20 to 25 dollars; and three-year-olds at 40 to 45 dollars. Draught oxen bring 90 to 180 dollars per pair, according to size, condition, and training. Most of the settlers at present are avoiding the low lands and taking up the dry lands for wheat-growing, which gives a quicker return than cattle; but as soon as stock raising is more general, we think these lands will be found very valuable. We saw some few flocks of 50 to 100 sheep. In some districts a spear grass grows, which gets into the wool, pierces the skin, and kills the animal; but this only occurs at one part of the year, and when the land is cultivated

this grass disappears. Like cattle, sheep require shelter and hay in winter. The disadvantages of Manitoba are at present bad roads, especially in the rainy season—the long winter of fully five months, the scarcity of wood and of water in some parts, the mosquitoes and black flies, which for a couple of months in summer, and especially in marshy places, are very annoying to man and beast, and particularly to new settlers. The opening of the railway will help to get over the first difficulty, and also bring in supplies of timber where needed. Care is required in selecting land where good water can be had. The winter is long and the temperature often very low; but we were assured by Governor Morris and others that the cold is not severe, as the air is generally still and clear, and that even invalids with weak lungs find the climate healthy and pleasant. There is no cure for the insect plagues, which, however, disappear as the land is drained and cultivated. It is well for the emigrant to be prepared for these difficulties, which we would be careful neither to exaggerate or conceal. As a field for money-making and enterprise, we consider the North West decidedly the best part of the Dominion; and those who are willing to face these difficulties and disadvantages of pioneer life—difficulties and disadvantages which will be readily overcome, and which are nothing to those which the early settlers in Ontario had to contend with—have every prospect of success and independence. It would be a great mistake to suppose that I recommend Manitoba to all who think of emigrating. The propriety of going there depends very much on the means and habits of the emigrants. There are many whom I could not recommend to make a change, which would involve the loss of a good many of their present life comforts, and which might be especially hard on the female members of the family; but young people with health, energy, and some means, accustomed to work, would certainly improve their position and do well. There are many families, too, who may be working as hard here without making things any better, as they would have to do there, for whom the change would be a good one. In offering you these remarks on what we saw in Canada, I must ask you to remember that we have only seen it for a period of nine weeks at one season of the year, and though in that time we travelled between 8000 and 9000 miles—often travelling night and day—we saw only a very small proportion of the vast territory comprised in the Dominion of Canada. We endeavored, however, to see as much as the short season would admit of, and found everyone ready to give us information. We were not biased or influenced in any way, but were allowed every facility to see what we liked and how we liked. We found the Canadian people exceedingly kind, hospitable, and attentive, and warmly attached to the Mother Country.”

PENRITH FARMERS CLUB.

The Cumberland and Westmoreland *Advertiser* of Dec. 28, 1879, says that on the previous Tuesday a meeting of the Penrith Farmer's Club was held for the purpose of hearing a report from Mr. Geo. Hutchinson, Brougham Castle, the delegate chosen by the club to visit Canada, “On the resources of Canada and the advantages it offers.” There was a large attendance. Following are extracts from the report:—

“I left Liverpool on Thursday, the 4th of September, in the *Moravian*, accompanied by Mr. Peat and Mr. Johnston, two other delegates from Cumberland. The time on board the steamer passed in a very pleasant manner; it is, in fact, anything but the dreaded journey which many on leaving England, to cross the Atlantic, expect. * * * From Quebec we went to Ottawa, the Capital of Canada, where we spent a very pleasant week in looking over the exhibits of the Dominion's exhibition. Before and since my return to England, it has more than once been intimated to me, that not having time to see all, we would only be shown the most desirable parts, and that we would, therefore, come away with a more favourable impression than the circumstances justified. I think it only right I should state that the Hon. J. H. Pope, Minister of Agriculture, gave us distinctly to understand that we could visit any district we wished. All that he wanted was, that on our

return we would give a fair and impartial account of the country. We were met at Ottawa, by five other delegates, who had left England a week later. On Friday evening, September 26th, all the delegates which were then in Ottawa met at the office of the Minister of Agriculture, to arrange our future operations, it being thought most desirable that we should form two parties—half to stay in the old provinces, the other to go to Manitoba and the North West territory. Myself having chosen to go to Manitoba, the greater part of this report must, therefore, necessarily refer to it.

* * * "The Province of Manitoba and the North West Territory has a slightly different climate than the older provinces, the winter being colder, the thermometer sinking to 40 degrees below zero, but the universal testimony of the settlers is that even with this degree of cold, which is accompanied by a brighter and drier atmosphere than the eastern part of the continent, that the sensation of cold is no greater than in Ontario. During the winter the greatest drawbacks are the sudden storms of wind and snow, called by the settlers "Blizzards," and during the spring—to frost. The snow goes away, and ploughing begins some years as early as the 1st of April, but generally not until after the 15th. The crops are harvested in August, the long days of summer bringing vegetation to rapid maturity. The buffaloes winter in thousands on the immense pastures of the North West; the half-breeds and Indians camp out in the open plains during the whole of the winter with no shelter but a buffalo skin tent and robes. When I was there, in the middle of October, I slept in tent for ten nights, and felt no inconvenience from cold or anything else.

"The soil in Manitoba is a black mould, resting on a very retentive clay subsoil. The depth of this black clay earth varies from twelve inches to three feet. When it is worked in a proper condition it becomes as fine as powder, but if worked when wet it becomes lumpy and hard, more like clay than anything else. Chemical analysis have been made, and the results establish that the soil of Manitoba is amongst the richest in the world. But the best analysis of the soil is when we find that under such indifferent farming such excellent crops are grown. Near to the Portage la Prairie, about 60 miles west of Winnipeg, I saw a field which had grown thirty crops of wheat in succession, without manure, the last crop having yielded thirty-five bushels per acre. The owner was ploughing this field for the thirty-first time, and did not consider it necessary to plow more than five inches deep, although he had quite two feet of earth to work upon. In some of the oldest settlements near to Winnipeg I saw land that had grown crops of wheat for fifty years without manure, but that it was beginning to feel the effects of this very rough handling was very plain. One hundred miles west of Winnipeg there are thousands of acres of rich agricultural land lying waste, unbroken by spade or plough, held by land speculators, some of whom would probably sell for a reasonable profit, but the greater part ask exorbitant prices, which must prevent the settlement of these, the most desirable parts. Then, again, large tracts in Manitoba are set apart for reservations of various kinds—for instance, there are several townships for Indians, and 500,000 acres for the Mennonites. I think these reservations must very seriously prevent the settlement of the country. Land within fifty miles of Winnipeg can be bought for 8s. to 30s. per acre, according to location and other circumstances. A great number of these farms are within marketable distance of Winnipeg. The latest regulations issued by the Canadian Government give notice that all Government lands in Manitoba shall be sold at from 4s. to 20s. per acre, according to the distance it is from the proposed railway. Certain portions are open for free grants and pre-emptions of 160 acres each.

"I was as far west as Rapid City, on the Little Saskatchewan, 160 miles west of Winnipeg, and found that all the desirable lands open for free homesteads had been taken up, so that anyone going to Manitoba or the North-West with the intention of taking a free homestead would have to go west of Rapid City; not that any intending settler need be the least alarmed, for there are thousands of acres of splendid land further west. The rush of settlers to the neighborhood of the Little Saskatchewan

Valley has been astonishing, and yet by far the greater majority that I spoke to were perfectly satisfied with the soil and climate of their new home. Rapid City, which, in the middle of October, was only five months old, will be, I suppose, the youngest city in the world. It then contained twenty-two houses—rather substantial log structures—with others going up on all sides. A few hundred yards down the river was the frame of a new flour mill, for which the machinery was on the way. The prairie lands of Manitoba are, to a great extent, a treeless expanse. There are, however, some fine woods along the rivers. Trees, also, when planted and protected from the prairie fires, have been found to grow with great rapidity; still I am afraid that this scarcity of timber will be felt by the settlers until the railways open up facilities to get it from the more distant parts. Wheat is the crop for which the soil seems more especially adapted; it is of a very hard and flinty nature, being very favorable to the new process of making flour. It commonly attains a weight of from 60 lbs. to 63 lbs. per bushel. The average yield per acre is 25 bushels, but I may say that much larger yields per acre are common; some of the farms, which are better managed, yield as far as 35 and 40 bushels per acre. The value of wheat in Winnipeg in September was 2s. 9d. per bushel, so that an average crop of wheat would be worth £3 8s. 9d. per acre. The cost, according to the best evidence I could procure, for growing an acre of wheat in Manitoba is:—Ploughing, 6s; harrowing, 6s; seed and sowing, 7s; harvesting and thrashing, 14s. Total, 33 shillings per acre, which, being nearly the only outlay, would leave a profit of £1 15s. 7d. per acre. The straw is of no value, and it is burned after being thrashed. The average yield of oats is about 50 bushels. The quality is not good, being much the same as are grown in Ontario. The weight does not average more than 34 lbs. to the bushel. Barley is a fair sample, the average yield being about 30 bushels per acre, the weight from 48 lbs. to 50 lbs. per bushel. Potatoes yield a good crop with much culture. I saw many splendid samples. The exhibits of agricultural products at the Dominion Exhibition at Ottawa from Manitoba were the strongest possible proof of the wonderful fertility and productiveness of the soil. You will have noticed that the average yields of wheat that I have given are much less than ours at home. Nevertheless with this low yield the American farmer can not only compete with us, but even beat us in our own market. Why is this? The answer which first presents itself is the enormous difference of rent. But this difference is more than balanced by the transportation from America to the English market. The real advantage which they have over us is the cheapness of cultivation, for, while the American soil gets no manure and yet grows an average crop, you all know too well the English farmer must apply a heavy quantity of costly manure year after year if he expects to have an average crop. In the prairie land in Manitoba and the North West a plough may be run through the soil for miles in a straight line without encountering a stone, a tree or a hill, a feature of which the old provinces of Canada or England do not offer the faintest approach. All the ordinary fruit, such as currants and strawberries, do well, but apples have not been successfully cultivated; the few trials that have been made seem to be insufficient to show whether the climate is adapted for them or not. The grasshoppers, which visit Manitoba at uncertain intervals, are the greatest drawbacks which the country has to contend against. It appears, from what I was able to learn, and I took pains to gain trustworthy information from the oldest settlers, that their ravages are generally partial—some suffer while others escape. They first appeared in 1818, six years after the first settler took up his abode in Manitoba. They did not do much harm in that year, but in 1819 they destroyed all the crops. They appeared again forty-six years after, but did no harm until 1868, when they destroyed the entire crop of the settlement. There can be no doubt that these pests have been the curse of the country, but it seems to be the opinion of the oldest settlers that they will not be visited by them to any great extent for a few years, and by that time the greater number of settlers will be able to restrict their ravages. One fact is, perhaps, worthy of notice—that a total destruction of the crops has only taken place six times within fifty-nine years. The mosquitoes are also another pest to the settlers in Manitoba for two months in the summer, especially to any one who has not been used to them.

* * * "There are very few cattle in Manitoba, the farmers giving nearly their whole attention to the growing of grain, but that cattle thrive and grow fat on the prairie grass, the few that we saw were sufficient proof: Oxen are very exten-

sively used in Manitoba for draught purposes. I was astonished to see in what excellent condition most of them were, some of them quite up to showyard trim, and yet these cattle never got a bit of anything to eat but prairie grass. Some parts of the prairies of the North West are not suitable for sheep, on account of a grass which grows there called 'Spear Grass,' which enters the wool and skin of the sheep. In other parts, where the grass does not grow, they do well. One of the farmers in Manitoba had a very fair herd of seventy cattle. During the winter they had been kept in very rough open sheds, exposed to the weather. When I questioned him as to whether he considered this sufficient shelter for winter, he replied that he found them to do very well, and that he supposed it was on account of the dry atmosphere. This man makes a practice every year of breaking about eight oxen, to work, and sells them at from £13 to £20 per head. * * *

Manitoba having been so recently settled, there are as yet no roads, those that are used as such being simply trails across the prairie. In some places where the surface water cannot get off they are almost impassable. With such roads as these, you will easily see the great advantage the Canadian Pacific Railway must be to Manitoba. The branch connecting the waters of Lake Superior with Winnipeg, will be completed in three years; 100 miles west of Winnipeg has just been let to contractors, and is to be completed, it is expected, within a year, as it presents no engineering difficulties. In view of the growing interests of the North West, and the rapidity with which Manitoba is filling up, it is thought probable that a communication may be established from Port Nelson, in Hudson's Bay, to Liverpool. When we consider that Port Nelson is actually nearer to Liverpool than New York, it becomes a question of the greatest importance to Manitoba that, if possible, this route should be established. The regular price charged for the carriage of one bushel of wheat from Winnipeg to Montreal is 1s. 3d. It is, however, calculated that when the branch of the Canadian Pacific Railway, before mentioned, is completed, a bushel of wheat may be taken between Winnipeg and Montreal for 1s., and from there to Liverpool for 8d. a bushel more. Farmers in Manitoba state that the cost of raising wheat and delivering it at Winnipeg does not exceed 2s. 4d. per bushel. We shall thus have wheat from Manitoba on the wharves at Liverpool at a cost to the producer, including all charges for the transport, of 4s. a bushel, or 32s. per quarter. There cannot be a question that the farmer can grow wheat in Manitoba and deliver it in Winnipeg for 2s. 4d. per bushel, while the figures for transportation are based on present prices. Very little wheat is yet exported from Manitoba, it being nearly all consumed by the new emigrants; but by the time that there is a surplus for exportation, there will be a railway outlet by the Canadian Pacific.

'It is fancied that, because a country is young, it must necessarily be wanting in many of the surroundings of civilization. A more mistaken idea could not be entertained, at least with regard to the old Provinces of Canada. In the Provinces of Ontario alone, with a population of two millions, there are about five thousand public schools. The system is very much the same as we have here, the country being divided into school sections of a suitable extent for one school, in which trustees are elected to manage its school affairs. The necessary funds are raised partly by a tax upon the ratepayers and partly by the Government. As a rule no fees are charged, the schools being absolutely free. In Manitoba, the Government have reserved two sections in every township, the proceeds of which, as sold, are to be applied to the establishment of schools. Therefore, as fast as settlements progress schools will be provided. * * *

Anyone going to Manitoba with the intention of finding employment on the farm should remember that it is only a new country, with the demand for farm labour limited, and necessarily confined to the summer months. This demand will, however, increase as capital increases, and as the country becomes more developed by railroads and other means of communication. The greater part of those who go to Manitoba procure a homestead or purchase a piece of land. Farm labourers in Manitoba earn from £5 a month with board, but less in winter.

"During a visit of only two months to such an immense country as Canada, you cannot expect anyone to acquire a perfect insight into the prosperity of the people. As far as I observed, things appear to be going on pretty smoothly with the farmers there. One farmer who, when a boy, had worked at some of the farms in this neigh-

borhood, and went to Canada 27 years ago, now owns a well cleared farm of 200 acres, worth at this time £1,500. This is not a solitary case. There are hundreds of farmers in Canada who commenced with nothing, and now have good farms of their own. Above all things, an emigrant should have good health, and none should go who have not made up their minds to work—the idle had better stay at home. The emigrants at present most required in the old Provinces, are those who have sufficient capital to enable them to settle upon a cleared farm. Those with means, and who intend to purchase a farm, should not close a bargain until they have had a good look round. Indeed, a good plan is to rent a farm for a year or two, to see how you like the country. Another matter that pressed itself on my attention, was the apparent absence of water, in many extensive districts. But there are few places where, by wells of ordinary depth, ample supplies of water are not obtained. Prairie fires are another drawback from which settlers on the prairies of Manitoba are liable to suffer. The chief peculiar advantage of Manitoba as a field for settlement, is the combination of prairie and woodland, the full advantage of which, I should think, can only be fully appreciated by those who have had practical experience in clearing off and cultivating a new farm in a thickly-wooded country, that the existence of great areas of treeless prairies is a disadvantage. There can be no doubt this disadvantage is more than balanced by the case with which the land is cultivated, in comparison with heavy-wooded lands. When a man is doing well at home, and sees his way to continue to do so, great caution should be used in advising him to emigrate, but this I do say, that there are many farmers in England, especially those with little capital, who could improve their position by going to Manitoba, if they are not unwilling to undergo the hardships incidental to those who live in new countries. What capital would be required with which to commence to farm in Manitoba? is very frequently asked. The answer entirely depends upon surrounding circumstances. A young man, without family, willing to work and save, and rough it, would, in a few years, secure himself a home, without almost any capital. He would have to work for others part of the time, and then hire help in turn, to assist him in the putting up of a small house; after that, he could plough or fence in a few acres for a crop in the following spring, and thus in a short time he might become comparatively an independent farmer. A farmer with a family desiring to start with a fair amount of comfort should not have less than £300. On the other hand, a man may take considerable capital and start in a larger way. I have endeavored to give you a fair idea of the advantages and disadvantages of the Dominion of Canada. I have tried not to hold out any visionary inducements for any one to go there, but rather to give a fair, unvarnished account of the country as it presented itself to my notice. I left Quebec on my return home, on Saturday, November 15th, and after a very pleasant voyage, landed in Liverpool, on Monday evening, November 24th, with many interesting and pleasant recollections of my travels, and unbounded faith in the future of the Great North West of Canada. In conclusion I wish to express my grateful thanks to the Honorable J. H. Pope, Minister of Agriculture, and many others who gave me every opportunity for obtaining information.

In the discussion which followed, "Mr. Charles Thompson said he thought that as a club they might congratulate the members generally upon having made the selection of such a gentleman as Mr. Hutchinson, to visit Canada on their behalf. He had been very much interested indeed in hearing what Mr. Hutchinson had reported, and he could fully bear him out over some portion of the journey he had described. He thought that so far as the more eastern part of Canada was concerned, his description was so thoroughly correct and reliable, that what he had said of Manitoba was equally so. It was a great question for farmers to consider where to settle with the greatest possible advantage and prospect of success in life; and as Mr. Hutchinson had described, there were so many inducements in Manitoba for emigration to that part where people were so industrious, that he was exceedingly glad he so cautiously expressed himself to the effect that people were doing well at home and were not disposed to 'rough' it, had better not go. But where people were disposed to take the consequences of the new style of living which must of necessity follow emigration to America, Manitoba seemed to him to be an opening for them. He (the speaker) was rather struck with one part of the report. Mr. Hutchinson

spoke of the Mennonites having a large extent of territory in Manitoba, and he expressed a fear that the settlement of the Mennonites would interfere with its being covered with an industrious population. He (Mr. Thompson) thought that Mr. Hutchinson might take it for granted that that would not be the case, because the Mennonites were most industrious. They were people who had found a home in the Far West—a people among whom it would be agreeable to live, and they might be sure that they would make that part of the country a little Paradise.”

AT GALA WATER FARMER'S CLUB.

The North British Agriculturist, of Dec. 24th, 1879, says:—

“An adjourned special meeting of the Gala Water Farmers' Club was held in the Town Hall, Stow, on Friday afternoon, to hear the report of Messrs. Walter Elliot, (Hollybush,) John Logan, (Legerwood,) and John Snow, (Pirntaton,) three of the farmers' delegates from Scotland appointed to go to Canada and report on the inducements which that fertile region offers to British farmers hampered at home by antiquated leases and unfair laws.”

Mr. Elliot, in the reply to the toast of his health, said:—

“From all accounts, and I have the best information from practical men, Manitoba or the North West Territories would be the best places for farming on a large scale, and I would say these are also the places for a poor man. There he can get 160 acres of land free, and if he has a family, each member eighteen years of age gets the same, so that he has a large farm at once, his own property for ever, and no rent to pay.”

Mr. Logan said,

“On arrival at Winnipeg the mayor and civic authorities met us at the station, and accompanied us to an hotel and made arrangements for our travelling through Manitoba early in the morning. This, however, was departed from, as we did not leave Winnipeg till three o'clock for Portage-la-Prairie, and only travelled 34 miles that afternoon, and arrived at a small inn called House's on Pigeon Lake. After leaving Winnipeg the land is of a black sticky loam and very swampy for 7 or 8 miles along the banks of the Assiniboine River, where it begins to improve. There is not much cultivation till we get to a place called High Bluff, where the land is very good, growing very fine crops of wheat, judging from the appearance of the stubble and the bulk of grain in stacks, none of which are thatched, nor does it seem to be thought necessary that they should be thatched. This gives them a very slovenly appearance. All the land round this district is very good, being 4 feet deep of black loam, as we saw from a sand pit. The water is also good, as we drank some from the creek. The land here has grown wheat for 40 years in succession, yielding from 25 up to 40 bushels per acre, weight 60 lbs. per bushel, and selling for 60 cents per bushel. The farmers had sold it too soon, as the price had gone up very much. There are not many oats sown here, but the general produce is about 70 bushels per acre. We arrived at Portage-la-Prairie on Saturday afternoon. The land is good all the way from High Bluff. From Winnipeg to Portage it is 60 miles. On taking a walk in the evening we had a conversation with a man who was ploughing. His farm consists of 320 acres. He told us that he had grown wheat in succession for 17 years, and that it had been in wheat 13 years before he bought the farm, and had grown very good crops at an average of 32 bushels per acre of 60 lbs. weight per bushel. He also said that he could plough 2 acres daily with two very small horses. This man had also sold his wheat too soon. There is about 40 cents per bushel difference between value of wheat in Manitoba and Montreal. This will be reduced to 20 cents or thereby when the Canadian Pacific Railway is made through to Winnipeg and on to Portage-la-Prairie. Wheat can be grown in Manitoba for 55 cents

per bushel, leaving a profit; the expense per acre for ploughing, harrowing, seed, sowing, cutting, binding, carrying, and thrashing, being 8 dollars. This is when the Sulkey plough is used. With this plough one man can turn over 5 acres daily. It is a double furrow plough, and is drawn by four horses or mules, the man being seated and managing the plough with a lever.

"The delegates here again divided, three going west in the direction of Rapid City, and the others and self returning to Winnipeg by a more northerly route, where the land is equally good. We arrived at night at a roadside inn about halfway to Winnipeg. Proceeding next day, on our way we met a man going from Ontario to Rapid City about 100 miles west from Portage, who told us that he had bought 1920 acres of land for himself and five sons, 320 acres each, viz., 160 acres called 'homestead,' which he got free, and 160 acres called 'pre-emption,' for which he had to pay 960 dols. This man was in great spirits at having acquired so much property, and he seemed to have a preference for the land about Rapid City and the Pembina Mountains to any other that he had seen. We also met a number of English immigrants going west to the neighbourhood of Rapid City. One of them had got into a 'slough' (as it is called in that district), and we had to assist him out, the reason of his having stuck fast being attributable to the state of the roads in wet weather, and their want of metal. Those men had two oxen in each waggon, for which they paid on an average 135 do ls., and 85 dols. for each waggon, and this was considered to be very dear. Another man informed us that he would not have left England if his landlord had been more liberal with him. He had lost a lot of money in his farm, and the landlord rather than give him a reduction took the farm into his own hands, and he was certain the landlord would lose money by it, and be obliged in a year or two to let it to some-one else at half the rent. At this season a great many prairie fires take place, everything being so dry. Some of the settlers have lost all their property from not having taken the proper precaution, but by ploughing a good breadth of land round their homesteads fires may be prevented. There are a good many cattle in this district, but not of a good sort, the prices ranging from 16 to 20 and 40 dols. each, and for horses the prices being about 100 dols. We also visited a herd of buffalo bulls and cows grazing among the native cows, belonging to the Hon. James MacKay, who has a property near to Winnipeg. The cross-bred calves of these animals have rather a comical appearance.

"On Oct. 14. we set out for a southern inspection up the Red River. After leaving Winnipeg the land is swampy for some miles out. It then begins to improve, and where the people have settled down, it is cultivated to a small extent. On reaching Morris, on the Scratching River, and for many miles round, the land is good, the country looks well, and the crops very fine. We remained at Morris all night. Passing along next morning some of our party were very successful in shooting a great many prairie chickens in the course of an hour. They are very abundant in some parts of the country. They are something like the grouse in Scotland, but lighter in colour. The sport afforded great amusement to us all, and we lost no time by it, as the horses were resting and feeding. We then resumed our journey. The prairie grass to the west of Morris had been all burned, which gave the country a very dismal appearance. However, the soil is excellent, being black loam, but little or no cultivation till we get to Lowe's farm. This farm is the joint property of Mr. James Lowe of Manchester, and Mr. John Lowe of Ottawa (secretary to the Department of Agriculture), who bought it for their two sons. It is managed by Colonel Westover, who has begun to cultivate on a most extensive scale. The farm comprises 12,000 acres. He began to plough last summer, and will sow 500 acres of wheat next spring, and will go on increasing every year until the most of the land is under wheat. He has 25 horses at present, but instead of buying more horses he intends purchasing a great many oxen or mules. This will be a magnificent farm in a few years. The soil is very good and deep. We could judge of this from what we saw, where Mr. Lowe was digging a well. It was fully two feet deep of black loam. He had, however, been unfortunate in his horses, having lost eleven. We advised him not to give them too much dry food, but to give them some linseed or linseed cake.

"After leaving Lowe's farm we drove through many miles of prairie ground, but saw no cattle. Our opinion was that there might be millions more cattle reared annually than there are at present, if people would only go out from the old country and try it; they would make fortunes, as there are thousands, nay, millions, of acres for sale. Our party again shot some prairie chickens. They are in great numbers, and there are thousands of wild duck. By the way, I may add there is neither gun nor game license requisite in Canada, and no gamekeepers to annoy one as there are in Scotland. In fact, these men have often been the means of creating bad feeling between landlord and tenant here. Every one is astonished that the landlords of Scotland should so generally give credence to their reports, as gamekeepers too frequently misrepresent matters for their own interest. In my own case I may state I have not been thus annoyed, my landlord having been kind enough to give me the shooting on my farm.

"To return to our former subject—we arranged to visit another farm, of 4000 acres, on Tobacco Creek, belonging to Messrs. Riddell, sons of Mr. Riddell of Huddalee, Roxburghshire, at one time president of the Scottish Chamber of Agriculture. We drove up to their house and found them at home, and got a hearty welcome. We were scarcely seated when a severe thunderstorm came on, followed by rain. Next morning it was dry though cloudy, but cleared away in the afternoon, when we were driven through the farm, which is a very fine one, full of the wild rose, this being the sign of good land in Manitoba. They have shown great wisdom in selecting such a good spot. They have a lot of land under the plough, and grow first-rate crops of wheat, which they sell for seed to people in their district. The Messrs. Riddell's crop of wheat is generally about 32 bushels per acre, and weighs 62 lbs. per bushel. They intend going largely into the breeding of cattle, and we thought they were right. They have a good lot at present, and intend buying more this autumn. I have no doubt these gentlemen will in a few years make large fortunes. I hope they may, as they are most industrious young men.

"Manitoba is a very healthy country, and has a very fertile soil. It is generally very dry in summer, and in winter the cold is no greater, and the snow seldom so deep as in Ontario. Plenty wood can be got at Winnipeg, and also at Rapid City, for building purposes. There are two saw mills being erected at present. The wood is sent down the Saskatchewan River from the White Mud River and White Lake, where plenty timber is to be had. Coal has also been found on the Saskatchewan River in beds 2½ feet thick, and on the Pembina River 7 feet thick. In fact it abounds everywhere, so that there will be no lack of fuel. There is also a grist mill erecting at Rapid City. There was a great talk some time ago about the grasshoppers doing great damage to the wheat crop; but none have been seen for three or four years, and they don't expect to be annoyed again for years to come. In this I report only what was told me.

"Manitoba is very different from Ontario; there are no trees to hinder the plough, only prairie grass, and this must be ploughed down in June and July with a furrow 2 inches deep and 12 or 14 inches wide. It is found that the soil is rotted better in these months from the heat being so great. It is again ploughed over in the autumn or spring, and once yearly after, no manure being required. In fact, all the straw, which in Britain would be converted into manure, is burned. The taxes are light, and the Canadian Government reserve two sections in each township for educational purposes. Each section contains 640 acres, and there are thirty-six sections in each township. My opinion is that this is the country for the British farmers to go to, as if we remain much longer at home our means will be all gone. Every year it is being drained away, and landlords make no concession. We are all aware that a bargain is a bargain; but if landlords would show a little consideration in such bad times as we have of late years experienced, they would be no losers in the long run. We had no idea when we entered on our present leases that we were to have had such a succession of bad seasons, and, combined with this, the great increase of wages and tradesmen's bills. Few farmers will be able to renew their leases. In their determination to get all their rents, landlords are only killing

the goose that lays the golden eggs. My advice is, that as long as we have a little capital left, to secure some of it in that country beyond the Atlantic where plenty land can be bought from the Canadian Government for one dol. per acre, equal to 4s. 2d. British money.

"Since leaving Manitoba, the Hudson's Bay Company have advertised for sale 500,000 acres out of 7,000,000 acres of land which they hold in the North West, from 3 dols. to 6 dols. per acre. They have two sections in each township, containing 640 acres each. The land requires no clearing of timber, and no liming, and little or no draining, the most of it being dry and easily wrought; it only needs to be ploughed, and at once it produces good crops."

* * * "But notwithstanding all the beauty of Ontario, he must give a preference to Manitoba as the place to which the farmers must all emigrate. Any one going to Manitoba having £160, could take up one half section (320 acres of land) —namely, 160 acres of homestead, which he would get free from the Government by agreeing to reside on the property and cultivate it for three years. He could also take up another 160 acres 'pre-emption,' for which he had to pay one dollar per acre, payable by instalments, the first instalment, with interest, payable at the end of three years. Of course the settler could take up land near to a railway, for which he had to pay on pre-emption 2½ dols. per acre."

Mr. Snow, of Pirntaton, who visited Manitoba in Company with Mr Logan, said:—"Along the Red River and about Winnipeg the soil is very strong black vegetable mould, and I have no doubt most of it would carry paying crops of wheat for thirty years; but it is very flat, and I must say that I like the country better west of Winnipeg, and the furthest point we reached, 150 miles west of Winnipeg, best of all. You have here the Little Saskatchewan River, with fine sloping ground on each side; the soil and what it produced was good, as you will see from the samples of each I now show you. I also show you samples from other parts; and the difference I saw betwixt the prairies in the States and Manitoba was, that in the first they seemed to be about a dead level, in the other you had a variety. You could get strong, level land, or gently rolling lighter land—land adapted for wheat-growing, land adapted for cattle-raising; and, as I will show you further on, the Americans themselves admit that we have ground better adapted for growing wheat and raising cattle than they have."

"We saw that a black vegetable mould covered the surface from eighteen inches to two, three, or four feet deep; and its fertility, no doubt, arose from vegetable decay and from the fires which every year sweep over those lands, depositing fine ashes. What was produced we had to take from the evidence we could collect from the people, and from the stacks and stubble in the fields; and I consider I keep safely within the mark when I say, that taking a good piece of land, it will produce, after being broken properly, 40 bushels the first year, and an average of 30 bushels for thirty years without manure. The land is also very easily broken. It is generally selected without trees, and is turned flat over in June and July with a breaking-plough to the depth of two inches. In the fall it is again ploughed the same way, but taking another couple of inches. It is then sown with wheat in April, and in August they reap a heavy crop of wheat. Afterwards the land is very easily ploughed; a man with four mules or horses in a Sulkey plough, taking two furrows, being expected to plough 4 to 5 acres per day.

"Fair barley is grown as per sample, but oats are light; the climate seems to ripen them too suddenly. They had heard from Mr. Elliot about Ontario, where a good deal of the land was exhausted. In that region more scientific farming was needed, and they required to keep more cattle. There wheat had been grown by many till they said it would grow no more, and dissatisfied with 7 or 8 bushels of a return they had betaken themselves to Manitoba, where 30 and 40

bushels might be reaped. In Ontario he was informed that land had been reduced in value at least one-third within the last few years, owing to numbers leaving for this more recently developed country.

"Mr. ELLIOT—I did not get that information.

"Mr. SNOW—Indeed; well, it was remarked to me.

"Mr. ELLIOT—It has been lowering for the last three years, but not so much as one-third.

"Mr. SNOW—I heard it was decreasing very much in value, and I think it will decrease more, because there are temptations round about Manitoba which do not exist in Ontario. It seems to me to have a great future before it for cattle-raising, especially well-bred young stock; which could be fattened in Ontario and then shipped to this country. All the cattle seen although going on dry withered grass, as the prairie was when we were there, looked healthy and in good condition. There was any amount of hay to be got for the cutting; and the country is so adapted for cutting with a machine that no provision need be made, but a man at once goes in and cuts away. This hay is better adapted for cattle than horses; so that a man going in to settle generally commences using cattle for ploughing and hauling. As to the extent of this land, I show you this little parallelogram on the map, that is Manitoba, with ten millions of acres. There stretching to the West and North West is a country estimated to contain 176 million acres of fertile land, which must in the very near future produce largely the food required in other parts of the globe.

"As to the right sort of people to go out, that largely depends upon circumstances; for workmen there will be employment on railways for some years; the pay when we were there was 6s. per day, and the contractor fed them for 12s. per week; but in winter they would require to go to other employment, such as wood-cutting. For young men, say if two were joining together having £500 to £1,000, they would do well either in wheat or cattle raising; but they would require to be cautious as to their start. It would not be lost time boarding themselves out for a season with a farmer before making their final selection, and they must make up their minds to rough it. But countries such as this grow up with marvellous rapidity; population pours in; cities, churches, schools arise where a few years before nothing was heard but the howl of a wolf. The country seems also well adapted for such large speculations as Dalrymple's farm in Dakota, where 8,000 acres of wheat was grown last year. This concern is carried on by a private company, and is understood to be very successful. You ask—Has this country no drawback? Certainly it has; it is a long distance from market; it has a long winter; there are mosquitoes, although we neither saw nor felt them. It may have grasshoppers, but I heard nor saw of any. I simply take the people, the cattle and the crops. I saw all three healthy and thriving like, and I came to the conclusion that it is a good country to go to for those who feel they are cramped at home, and can make "their minds up to rough it for a few years."

"Mr. RIDDELL, Hundalee, on being invited to speak, said that since his sons went out to Manitoba in the spring of 1877, he had been applied to for information regarding the colony by numbers of people from England and Ireland as well as Scotland. It might therefore, he thought, be interesting to state what the experience of these young men had been. In the first place, they stated that they had never regretted going out. Land could be purchased from one to ten dollars per acre, and its transfer was so simple that in a few minutes, and at almost no cost, any quantity could be transferred. Every description of crop succeeded well—wheat yielding from 30 to 40 bushels per acre; barley, 45 bushels; and oats, 55 bushels; and turnips, carrots and cabbages growing as heavy crops as the best in Scotland. Land was rising in value rapidly; and labour could be had at from 15 to 20 dollars. A large herd of cattle could be kept, and if sheltered by woods and windbreaks they might stand out nearly the whole season. Grass would scarcely give the finishing touch to feeding

cattle, but a little crashed grain in addition would do it nicely. Railway communication with the outer world was increasing daily. The classes most required were farmers with capital, farm and railway labourers, and domestic servants. At first, his sons stated, they did not know how they were likely to succeed, but now they were in a position, from experience and observation, to advise any plucky, industrious young man, with from £500 to £1,000, to go to Manitoba. As in all new countries, everything was quite primitive compared with Scotland. They had many discomforts and inconveniences, and hard work in seed, hay and harvest time; but for all this they had a very large amount of compensation. The land was their own, and they could farm as they liked, sell what suited best, whether the land or its produce, and hunt and sport without hindrance. All this sweetened labour very much. Every one who thought of going out ought to be prepared to rough it for a time, but with capital, patience, pluck and perseverance, no man need be afraid of making a good thing of it. With no rents, and almost no taxes, there was every prospect of a farmer doing much better than in the old country. (Applause.) This, Mr. Riddell said, was the information he had received, given in his sons' own words. (Applause.) From what they had heard, it should, he added, be apparent to landlords that farmers, in order to compete with the colonists, must be allowed to make the most of their farms, which could only be done by placing them as nearly as possible in a position as if they were the owners of the land. There ought to be few or no restrictions as to cropping; liberty to dispose of all the produce; no game reservations; compensation for unexhausted improvements on the one hand and payment for dilapidations on the other; no lease, and twelve months' notice to quit on either side. Farmers, for their part, ought to remember that there are millions of acres of land in Canada of the finest quality, and within a few days' journey from this country, which could be purchased for less per acre than the yearly rent of land at home. Those of them who might be disposed or compelled to stay in this country ought to set about earnestly and unitedly to get themselves unfettered; and this, he ventured to say, could only be done by sending men to Parliament such as the three gentlemen who had spoken, whose interests were identical with their own. (Applause.)

"Mr. WALKER, schoolmaster, asked two questions relative to the exhausting of the land in Canada, and the watering of flocks in the vast tracts of prairie land in Manitoba?

"Mr. ELLIOT, in answer to the first question, told of a farmer who had informed him that by sowing mustard he realized a crop equal to ten times the value of the land.

"Mr. SNOW said that there were certain parts of the prairie land adapted for growing wheat, and other parts, in the vicinity of lakes and streams, were most suitable for breeding cattle.

"The CHAIRMAN said, as the night was advanced, it now fell upon him to perform the most pleasant task of the evening—to ask them to drink the health of the gentlemen who had so well performed their mission of enquiry to Canada and Manitoba. (Applause.) The information regarding this new field of emigration was of vast importance during a period of agricultural depression such as they were now experiencing. From what they had heard, it appeared that enterprising men would find little difficulty in getting on. Of course, they need not expect to find gold on the surface any more than in the old country—(laughter)—but there they had many advantages compared to what they had at home. (Hear, hear.) On the whole, he considered the delegate's report a very favorable one, although they had not brought home a cluster of grapes, neither did they tell them of giants inhabiting the land. (Laughter and applause.) He would say to them—"Go up and possess this land of promise." (Hear, hear.)

"The toast was enthusiastically drunk, and having been ~~suitably replied to~~, the public part of the proceedings came to a close."

LECTURE AT STOW.

The *Galashiels Border Advertiser* of Dec. 17, 1879, says that, on the previous Tuesday, Mr. Snow, of Pirntaton, lectured in the Town Hall, Stow, to a large audience, on "Jottings by the way in Canada, Manitoba and the Far West." The report says:

"He described the route to Manitoba and the Far West, *via* steamboat through Lake Huron and Lake Superior. In the Red River region the soil was very good, but flat. He preferred the land west of Winnipeg, and samples of it from Rapid City, Yeoman Villa and Big Plain were shown, as also several samples of wheat from these places; one excellent sample was noticeable as being the first year's growth from the prairie. Mr. Snow likewise exhibited specimens of quartz rock from the silver mines on Silver Islands; copper from Lake Superior; onions grown by the Sioux Indians, and specimens of their bead-work; also the wings of the prairie chicken—a bird something like our own grouse, very fleshy and good for food—the wing of the bittern, the skin of a fox of a whitish-brown color, the skin of a buffalo and a greatcoat of bear skin. He had a good sample of wheat, which sold at Portage La Prairie at 16s. a quarter, a piece of sugar made from the maple tree, and a large number of stereoscopic views of the varied scenery of the districts through which he passed both on his journey west and on returning.

* * * He concluded an interesting lecture, which occupied about an hour and a-half, with some practical remarks on the vast resources of these wheat and cattle raising regions and the advantageous field they offer to young men of 'pluck' and some means, who might do well by going West. He thought those who stayed at home might take a leaf from the energy and industry of our American cousins, in doing what they possibly could to improve our manufacturing and agricultural interests, or, he was afraid, this country might ere long have to be content to 'play second fiddle' to them. Mr. Snow was frequently applauded during the lecture, and at the close, on the motion of the Rev. Mr. Wilson, a hearty vote of thanks was awarded him. It is understood that some of the members of Mr. Snow's family will, early next year, proceed to Manitoba to test the richness of the soil on a 600 acre lot which his son has purchased there."

MR. COWAN AT STRANRAER.

The North British Agriculturist of Dec. 24, 1879, says that Mr. Cowan, the delegate for Wigtownshire, addressed a largely attended meeting at Stranraer on the previous Friday. In referring to Manitoba and the North West, in which he spent the first few weeks of his visit, he said:—

"The immense tract of country, the extent of which seems boundless, has only become known to the outer world during, I may say, the last decade of years; and it is a matter of wonder that the fertility of its soil and its capabilities as a wheat growing country should have remained so long unknown, seeing that it has been in possession of the Hudson Bay Company for upwards of 200 years. At present this great country, which is supposed capable of sustaining a population of upwards of 80,000,000 of people, is, comparatively speaking, almost unoccupied. Although emigration from the older provinces of the Dominion, as well as from the American States and our own country, is yearly increasing, and now that the country is being opened up by the formation of the Canadian Pacific Railway to the Rocky Mountains and thence through British Columbia to the Pacific Ocean, as well as by other railways, there can be no doubt that the tide of emigration westwards will continue to go on in an increasing ratio year by year, and that in a very few years it will have a considerable population. During my short visit (and I was only able whilst there

to travel over about 500 miles of its prairie lands, and my remarks; it must be borne in mind, are only applicable to what I saw) I was very highly impressed with the fertility of the soil, some of it being, without exception, the richest I have ever seen, and I have little doubt it will continue for many years to produce excellent crops of grain without any manure, and with very little expense in cultivation; and I would say to any one blessed with health and strength, who is possessed of moderate means, and who is of sober and industrious habits, that in Manitoba or the North West, he would have no difficulty in realizing a competency in a very short time, and in many cases, in a few years, a fortune; for 160 acres of land is now being offered by the Canadian Government free on the condition of settlement, and 160 acres more at a price that would not amount to one year's rental of very moderate land in this country. Of taxation, meantime, there is almost none; and although churches and schools have in a great measure yet to be built, it is only a question of time, for all the settlers with whom I came in contact are as much alive to the advantage of education as we are at home, and no difference in religious belief as yet troubles the inhabitants, for I found Episcopalian, Methodist and Presbyterian all working harmoniously together. The North West Territory, I may mention, will in a special manner commend itself to our temperance friends, for no liquor is permitted to be sold in its vast bounds, and heavy fines are liable to be imposed on any one in whose possession it is found without having a permit from the Governor. No doubt in this new country, as in every other, there are many disadvantages to be encountered and difficulties to be overcome; and people going there must be prepared, if I may so express it, to rough it for a few years. Its climate goes to extremes, the summers being hot, and the winters severe; the thermometer, I was informed, occasionally marking 70 degs. of frost. The snowfall, however, is not so excessive as in some other parts of the Dominion, seldom exceeding a depth of from 18 inches to 2 feet; but people who have been resident in the North West for many years assured me that owing to the dryness of the air, with a little care, they never suffered from the severe cold. In summer, I was given to understand, in common with all hot climates, life for a time was made rather miserable to the new settlers by the mosquitoes, sand-flies, and other pests; but these troubles are not considered of much account by the pioneers of civilization. The scarcity of timber on these vast prairies is also to be noticed. This is a want that will undoubtedly be felt by many settlers for some time, but in the course of a very few years will be overcome, when the country becomes more settled and the land brought under cultivation, which will prevent the ravages of prairie fires, which are at present unchecked, and keep down the growth of timber except on the borders of the streams and rivers. The roads, too, as I have already noticed, are still in a state of nature, and become worse in the rainy season; and this is at present a difficulty with the new settler, but even now they are in a fair state for travelling, and for hauling purposes during about three-fourths of the year. As soon as railways are made through the country, they will tend to divert the heaviest of the traffic from the roads. Tramways are also likely to be found very suitable for the prairie country, and are sure to be brought into requisition at no distant day; and even the present roads can be greatly improved by the judicious use of brushwood and proper water tableting. With regard to water, I fear that this may prove to be one of the greatest disadvantages with which many of the settlers may be called to contend. In all the districts I visited my enquiries were specially directed to this subject, but from information I received, I am led to believe that although in the summer months there was in some places more or less difficulty in getting a pure and sufficient supply, yet good water had always hitherto been obtained from wells sunk to a lesser or greater depth from the surface. I also made enquiries as to the ravages of grasshoppers; but although it was conceded that the province had occasionally suffered severely from these pests, settlers did not anticipate much loss through them in the future, when the country was brought more under civilization. I have now brought before you the good and the evil, and will only further remark that in my opinion a very great future awaits Manitoba and the North West. Its boundless prairies will soon be brought under cultivation, and when opened up by railways, and also by water communication through the Hudson Bay direct to this country, it will become the granary of the world, and be able to supply the wants of many peoples with the staff of life, and at a price that will be a blessing to our struggling millions, but it will bear hard on the occupiers of grain-growing lands in this country."

A HIGH AUTHORITY.

In commenting on these reports editorially, the *North British Agriculturalist* said :—

"On the invitation of the Canadian Government, several representatives of Scotch farmers, selected by the tenants themselves, were appointed last autumn to visit our Western Dominion in order that the 'canny Scot' might judge for himself, and report to his brethren at home, respecting the attractions of that great and growing country. Accordingly, seven or eight experienced and intelligent Scotch farmers spent no inconsiderable portion of the autumn on the other side of the Atlantic. Most of them have returned to the 'old country,' and five of them 'reported' to their constituents within the last few days.

"The peculiar value of these reports lies in the fact that they are not the production of emigration agents, or of biassed parties. They emanate from practical farmers who should have no interest in 'colouring' matters. These are the circumstances which, viewed in connection with the depressing times at home, attach ten-fold importance to the reports of the gentlemen—thoroughly practical farmers as they are—who are now relating their experiences and opinions to brother farmers on this side of the water. Publishing, as we do in other parts of to-day's issue, lengthy statements from the delegates, we need not here reprint all the pithy sentences and pointed allusions which we, in common, no doubt, with other readers of the reports, feel inclined to emphasize. Various passages, however, in the reports call for comment, and claim all the prominence which an agricultural journal can give them.

It will be observed that the reporters are substantially at one on three very important points, viz:—(1) the advisability of Scotch farmers emigrating to the Far West before they lose all their capital at home; (2) the immense resources of the new country, whose all but boundless plains are naturally fertile; and (3) the great increase which is likely to take place in the supply of food from Canada to this country. These are questions of the utmost importance to British agriculturists. The delegates are quite aware that their visit occurred in the most pleasant period of the year in Canada; but making due allowance for that, they have no hesitation in recommending their brethren who are not prospering at home to try their fortune in the newer country. In various parts of the earlier inhabited Canadian territory, the delegates consider that Scotch farmers would fare better than in this country; but Manitoba appears to be the great source of attraction. Mr. Elliot, Hollybush, says that farming in the Provinces of Ontario and Quebec is in a transition state. Manitoba promises to outdistance these in the production of wheat, and, accordingly, farmers in the earlier settled districts are giving more attention to the rearing and fattening of live stock than to wheat. Formerly many of the calves were killed. Now they are all reared, which must sensibly affect the supply of cattle, not only for home consumption, but also for exportation to Britain.

"Though the cold is greater in winter, and the heat stronger in summer than in Britain, yet the dry, light atmosphere mitigates somewhat the troublesome effects of the extremes of climates; and Mr. Elliot found that cattle are not longer housed in Canada than in Scotland. Mr. Elliot writes :— 'With regard to farmers emigrating to Ontario or the Eastern Townships, I have not the slightest hesitation in recommending them to do so, as I am satisfied, from what I saw, that men with moderate capital could do better there than they can at home, and that for several reasons :—In the first place, you can buy and stock a farm for little more than it takes to stock one at home; then there is no rent to pay, and taxes are very light. They do not exceed from 4d to 10d per acre, according to the value of the property. You can make the most of the land by growing the most profitable crops, and those best suited to your soil and climate. There you have no lawyer-factor prescribing, in a long antiquated lease that almost no man can understand, what crops you shall

grow, and what seed you shall sow, as if you did not understand your business better than he is able to teach you, and, generally speaking, binding you to protect the landlord's hares to eat your own crops.' The educational system of Canada is described as one of the best possible. Very large capitalists, as well as those with very little means, are advised to go to Manitoba or the North Western territory, because the former would there obtain a larger block of land, and the latter acquire an allotment on easier terms than can be secured farther eastward.

'Farming in Manitoba seem to be a very simple process. Neither lime nor manure is required, and no rotation of crops is followed. The farmer has only to plough, sow, and reap. Wheat has grown on the same land without manure for thirty or even forty years in succession; and Mr. Logan, Legerwood, informed his friends at Stow that the yield varies from 25 to 40 bushels per acre, 34 bushels being a common return. The weight of the wheat is about 60 lbs., and the price 2s 6d per bushel. Then as to the quality of the produce, we read in Mr. Logan's report that the roots and grain from Manitoba at the Ottawa Exhibition, which the delegates attended, were 'the wonder of all.'

'The cost of production being so small, the yield so good, and the extent of cultivable land so great in British North America, it is not improbable that in the course of a few years Manitoba will regulate the wheat markets of the world. The cost of wheat cultivation in that Province, we are assured, does not exceed 40 cents, or 1s 8d per bushel, and other 45 cents at present suffices to bring the grain into the Liverpool market. It thus appears that everything over 28s 4d per quarter, which Manitoba wheat realizes on this side of the Atlantic, may be reckoned as profit to the producer and importer. Alas! then, for profitable wheat growing in Great Britain under present rent and expenses of production. Further significance is lent to these remarks when it is considered that the extent of the lands in Manitoba and the North West is vastly greater than the area of Great Britain and Ireland, with the whole of old Canada combined. Alluding to Great Western Territory, Mr. Logan says: 'My opinion is that this is the country for the British farmers to go to, as if we remain much longer at home our means will be all gone. Every year it is being drained away, and landlords make no concession. We are all aware that a bargain is a bargain; but if landlords would show a little consideration in such bad times as we have of late years experienced, they would be no losers in the long run. We had no idea when we entered on our present leases that we were to have such a succession of bad seasons, and, combined with this, the great increase of wages and tradesmen's bills. Few farmers will be able to renew their leases. In their determination to get all their rents, landlords are only killing the goose that lays the golden eggs. My advice is, that as long as we have a little capital left, to secure some of it in that country beyond the Atlantic, where plenty land can be bought from the Canadian Government for 1 dol. per acre, equal to 4s 2d British money.'

'The soil in Manitoba is chiefly composed of rich, black loam, varying in depth from 18 inches to 4 feet, covered by good prairie grass. Wheat and roots seem to be most successfully grown. The barley produced is fair; but Mr. Snow informs us that oats are light and look as if the climate ripened them too suddenly. It is not of course all smooth sailing, either in Canada or the States. There are difficulties and drawbacks there as well as at home; but the compensation and encouragement to farmers are now greater in the new country than in the old. In a comparatively unbroken up or thinly populated country there are bound to be hardships. Two sons of Mr. Riddell, Hundalee, who went to Manitoba three years ago, writing home to their father, say, 'We have many discomforts and inconveniences, with hard work in seed, hay, and harvest time; but, notwithstanding all this, we have a very large amount of compensation. The land is our own; we can farm as we like, sell what suits us best—either the land or its produce—hunt and sport without hindrance, neither law nor contract preventing. All this sweetens the labour very much. All who may think of coming here ought to make up their minds to rough it for a time; but with capital, patience, pluck and perseverance no man need be afraid of making a good thing of it. With no rents and almost no

taxes, we have the prospect of doing much better here than in the old country. This, we believe, is the experience and the opinion of the industrious inhabitants, generally, of the great prairie lands of the West, and should be food for reflection to many a desponding British farmer.

"The Wigtown and Kirkcudbright delegates, whose very long and ably prepared reports we have been reluctantly compelled to abridge, have gone rather more into detail than their eastern brethren respecting the disadvantages with which the settler in a new country has to contend. They are agreed, however, that these difficulties can easily be overcome by young, healthy, industrious people. There are, to be sure, many agricultural families in the country quite unsuited for emigration, especially to a new country where they would have to 'rough it' for a time; but in the Far West, observes Mr. Biggar, 'young people with health, energy, and some means, accustomed to work, would certainly improve their position and do well. There are many families, too, who may be working as hard here, without making things any better as they would have to do there, for whom the change would be a good one.'

"Mr. Cowan considers that Manitoba and the western territory present the best field for money-making enterprise. Mr. Biggar concludes as follows:—'Young men or men with grown-up families, with some capital, should go to Manitoba; men with sufficient capital, and young families, should settle in the older provinces; but I do not think working men, with no capital, would gain much by emigration.'

MEETING AT ANNAN.

The North British Daily Mail, Jan. 10, 1880, says:—

"A meeting of farmers was held in the Town Hall, Annan, yesterday, to hear the report of Mr. Robert W. Gordon, Comlongan Mains, Ruthwell, the delegate sent to Canada by the Annandale farmers to report on that country as a field of emigration for agriculturists. There was a large attendance; the hall being quite crowded, and several could not gain admission. On the motion of Mr. Marshall, Howes, Provost Nicholson was called to the chair, and, in a few complimentary remarks, introduced Mr. Gordon, who was warmly received. In the course of his address, he said—I now come to the important questions—Is Canada the place to emigrate to? and if so, which of her provinces is the most desirable? The first question I will answer in the affirmative, (1) because of its boundless extent of cheap and at the same time fertile lands; (2) because of its proximity to our own country, and therefore to the best market in the world; (3) because of the similarity of its people to ourselves; and (4) because of its loyal allegiance to the British Flag. The second I will leave you to decide for yourselves after shortly pointing out the advantages and disadvantages of each province as I was able to discover them. The capital required varies of course according to the system adopted and the district chosen, and may be roughly estimated at from £3 to £50 an acre. This includes the first cost of the land. After that, of course, there is no rent to pay. Land, however, can be bought to be paid in a certain number of years, with interest on the unpaid portion. In this case less capital is required, but this leaves a yearly burden in the shape of interest, which virtually forms a rent for a limited time. * * * "The capital required for Manitoba need not be so highly estimated, as in no case can the sum required exceed £5 per acre; but, on the other hand, no man should go there from this country with a less capital than £500 to attempt to cultivate 160 acres. He can easily start and flourish with the half of this, provided all things go well; but there are contingencies, such as grasshoppers and severe weather, it would be well to provide for. Wheat may be safely estimated to yield, with reasonable cultivation, 30 bushels of 60 lb. and oats 60 bushels of 32 lb. The yield of barley I did not ascertain. Grain is not expected to require much outlet for some years, as the new settlers always require seed and food for themselves and animals until their own crops are matured. There is a demand also from railway contractors, and by the time these markets fail communications will be better.

Wheat was worth 2s 6d to 3s per bushel, and oats 1s 8d to 2s. Potatoes and turnips grow well, as I have stated previously; and cattle do well on prairie grass in sunshine and on hay in winter, which can be got as yet in any quantity off unsettled land in the neighbourhood. There is nothing to pay for it except the labour. The first breaking of the land out of prairie can be let by contract for 12s an acre, the next and following years it can be ploughed for 8s. Harrowing is a mere bagatelle after the first year, and harvesting, owing to the dry climate and the level nature of the surface, is inexpensive."

* * * "Ague is still present in some parts of Ontario, while Quebec and Manitoba are free. Manitoba has a disadvantage as compared with both these provinces in her distance from a market, in her sparse population, greater scarcity of schools and churches, roads and good water, and a longer and more severe winter. On the other hand, she has a virgin soil of vastly superior quality, which is to be had at a comparatively low price, less labour is needed, although wages are higher (railroad men earn from 6s to 8s a-day) and there are no taxes. Quebec and Manitoba, as settlement advances, will have better roads, and more churches and schools. A very good idea of the rate at which settlement in the latter province is advancing is gathered from the fact that the post offices have been increased in little more than a year from 53 to 120; one land office last year had located 900 settlers and sold 400,000 acres of land. The communication between here and the old world will soon be vastly improved, through the competition of the Thunder Bay route and the construction of new lines of railway now in contemplation. A new route is also proposed, via the Nelson River and Hudson Bay, which will bring Winnipeg as near Liverpool as New York is at present. The grasshopper and mosquito plagues will moderate or disappear altogether, as they have already done in the older provinces, and the prairie fire, which is the dread of the new settler, need do him no damage, unless through his own extreme carelessness. Persons going out here, however, should be robust and active as, of course, at present it is a pioneer's life, while, if they go to the older provinces, when once there, they can make themselves as comfortable as at home."

Mr. Hunt W. Chambre, of Stewartstown, Co. Tyrone, who visited the North West last autumn, has written Mr. W. H. Disbrowe, of Winnipeg, that many farmers are applying to him for information as to their prospects, should they emigrate. He says that many of the party coming out this year, under his advice, will bring a good deal of capital with them.

NORTH WESTERN CANADA'S ADVANTAGES.

The unmistakable evidence which has been produced in preceding pages on the climate, productions and resources of the North West, can leave no doubt as to the advantages of this region over any other portion of the American continent. Some further facts may, however, be mentioned.

Canada is nearer to England than any other colony—the distance from England to Brisbane, Queensland, being 16,000 miles; to New South Wales, 14,000; to South Australia, 12,000; to New Zealand, 13,000 miles. Quebec is 2,502 miles from Liverpool by the Straits of Belle Isle; and Halifax, Nova Scotia, 2,480 miles; while Boston is 2,895, and New York, 3,095 geographical miles. The great advantages of the St. Lawrence, or river route, and also the route by steamer from Liverpool to Halifax, Nova Scotia, and Intercolonial Railway, over the rival routes of the United States, are shorter distances, greater security, and large saving of time. The comparatively short distance from Canada to Britain allows wheat,

flour, butter, cheese, and even perishable apples to be transported across the Atlantic. Australian meats have to find their way to England in tins, while Canadian live stock is carried over alive. Dead meat can be taken from Canada to England, not only without deterioration, but with actual improvement.

The climate is healthy, pleasant, favorable for agriculture, and admirably suited to European emigrants, who find in it a dry, bracing atmosphere, with sufficient rainfall; instead of intense heat and immense droughts, as in many of the American States. The vigorous constitutions of Canadians stand in marked contrast to the emaciated and prematurely old appearance of the people of Missouri, Iowa, Illinois and Indiana. The soil is of the richest description; the lands are well watered and timbered; the mineral resources are of great variety and extent and undoubted value. Game is found in profusion.

In every respect, North Western Canada is ahead of any of the American States as an agricultural region. Mr. Kenneth Mackenzie, who has had great experience, said before a Committee of the House of Commons:

"I have not seen grain or other crops in either Minnesota or Dakota to equal ours in Manitoba. I have been in those States in all seasons of the year, and have friends farming in Minnesota, who are desirous, if they can sell out, of coming here. I have seen people, newly arrived from the old country, grumble for a time, and afterwards you could not induce them to go back. Some that did go back soon returned. I have heard of some faint-hearted Canadians who, frightened with tales of grasshoppers and other drawbacks, returned without even examining the country, but I think we are well rid of such a class. The grasshoppers that came here are driven by the wind from the deserts south of us, in the United States. Our storms are not so bad as those in Minnesota, as the reports of the last few winters show."

The grain crops in the North West give a larger yield, and of better weight and quality, than in the United States. Mr. Grant Dalton, who has had considerable experience in the grain trade in Winnipeg, was recently in Winnipeg prospecting. A local paper said:—

"He says the wheat samples of this country which he has inspected are of the best quality. He speaks very favorably of Manitoba's climate, and says it is a much finer one than that of Nebraska, in which place he has been during this present summer. From his report of Nebraska it seems that the agriculturists there have to contend with hot, dry scorching suns and continuously hot, dry burning winds, which in some cases actually singe the leaves of the trees. The people there also complain of grasshoppers and chintz bugs."

Mr. W. B. Close, who recently wrote to the *Yorkshire Post* from Shipton-in-Craven, on the advantages of the United States, said he had gone over to England to induce emigration to the State of Iowa; yet he admitted that owing to wheat suffering from blight there, it is not as certain a crop as in Manitoba.

North of the international boundary, and within the Canadian domains, lies not only by far the largest amount of fertile land on the whole

continent, but also almost the only good land open for settlement. There is but little agricultural land left unoccupied in the United States. There is none there equal to the alluvial soils of North Western Canada. These facts are candidly admitted by Americans whose utterances are authoritative. The Hon. David A. Wells, the well-known free trade advocate and member of Congress, in an article in the *North American Review*, for July, 1877, said :—

“The quantity of fertile public lands, suitable for farm purposes, which can now be obtained by prescription or a nominal price is comparatively limited, if not nearly exhausted. According to Major Powell, in a communication made to the National Academy, ‘All the good public lands, suitable for settlement are sold. There is not left unsold in the whole United States, of land which a poor man could form into a farm, enough to make one average county in Wisconsin. The exception to this statement, if it is open to any, may perhaps be found in Texas or Indian Territory; elsewhere it is true.’ And in respect to the arid regions of the plains, which, it is alleged, is eminently fitted for grazing, Major Powell further says.—‘In this whole region, land, as mere land, is of no value; what is really saleable is the water privileges; which men and stock companies have appropriated all the streams, and they charge for the use of the water. Government sections of 160 acres that do not contain water are practically, or at all events, ‘comparatively worthless.’”

General W. B. Hazen, of the United States army, an officer of high standing, in an official report on the North Western States of the American Union, shows clearly how false are the representations made by Yankee immigration agents and land touters. He says :—

“For two years I have been an observer of the efforts upon the part of the Northern Pacific Railroad Company to make the world believe this section to be a valuable agricultural one, and, with many others, I have kept silent, although knowing the falsity of their representations, while they have pretty fully carried their point in establishing a popular belief favorable to their wishes. When reading such statements of its fertility as appear in the article entitled ‘Poetry and Philosophy of Indian Summer,’ in that most estimable periodical, *Harper’s Monthly* of December, 1878—in which are repeated most of the shameless falsehoods so lavishly published in the last two years, as advertisements in the interests of that company, and perhaps written by the same pen—a feeling of shame and indignation arises that any of our countrymen, especially when so highly favored with the popular good-will and benefits, should deliberately indulge in such wicked deceptions. The theoretical isothermals of Captains Maury and Blodgett, which have given rise to so much speculation, and are used so extravagantly by those who have a use for them, although true along the Pacific coast, are not found to have been true by actual experience and observations; in this middle region.

“The past season, as seen by the meteorological report, has been exceptionally rainy and favorable for agriculture here, and the post has, with great care, and by utilizing all the available season, made an extensive garden with the following results: The garden is situated immediately on the river bank, about two feet above high water. Potatoes, native corn, cabbage, early-sown turnips, early peas, early beans, beets, carrots, parsnips, salsify, cucumbers, lettuce, radishes and asparagus have grown abundantly and have matured; melons, pumpkins and squashes have not matured; tomatoes did not turn red; American corn (early) reached roasting ears; onions, with wheat and oats, matured at Fort Bethold, D.T., one hundred and fifty miles below, in the Missouri River. I have been told by those who have been here a long time that this may be taken as a standard for what may be expected the most favorable seasons in the immediate bottoms of the streams. The native corn matures in about ten weeks from planting. It puts out its ears from six to eight inches from the ground, and has a soft white grain without any flinty portion, and weighs about two-thirds as much as other corn.

"My own quarters are situated on the second bench of the banks of the Missouri, at about fifty feet above that stream, and six hundred yards away from it. And to raise a flower-garden ten feet by forty, the past two years, has required a daily sprinkling of three barrels of water, for which we were repaid by about three weeks of flowers. The site of this garden is supposed to be exceptionally fruitful, but I have before me a letter from Mr. Joseph Anderson, of St. Paul, Minn., who was hay contractor at this post in 1872. His letter states, that in order to find places to cut the hay required by his contract that season, some nine hundred tons, he was compelled to search over a space of country on the north side of the river, twenty-five miles in extent in each direction from the post, or some four hundred square miles, and that there was none thick enough to be cut for as great a distance beyond. Respecting the agricultural value of this country, after leaving the excellent wheat-growing valley of the Red River of the North, following Westward one thousand miles to the Sierras, excepting the very limited bottoms of the small streams, as well as those of the Missouri and Yellowstone, from a few yards in breadth to an occasional water-washed valley of one or two miles, and the narrow valleys of the streams of Montana, already settled, and a small area of timbered country in North-West Idaho (probably one-fifteenth of the whole), this country will not produce the fruits and cereals of the East, for want of moisture, and can in no way be artificially irrigated, and will not, in our day and generation, sell for one penny an acre, except through fraud and ignorance; and most of the here excepted will have to be irrigated artificially. I write this, knowing full well it will meet with contradiction, but the contradiction will be a falsehood. The country between the one hundredth meridian and the Sierras—the Rio Grande to the British possessions—will never develop into populous States because of its want of moisture. Its counterpart is those expected agricultural settlements along the Kansas and Union Pacific Railroads, between these two lines, and 20 years hence the search will be quite as fruitless. We have in Nevada and New Mexico, fair samples of what these populations will be. My statement is made from the practical experience and observation of eighteen years of military service as an officer of the army, much of which has been upon the frontier, and having passed the remainder of my life a farmer. For confirmation for what I have here said, I respectfully refer the reader to General G. K. Warran, of Engineer Corps of the Army, who made a scientific exploration of this country, extending through several years, and has given us our only accurate map of it; or to Prof. Hayden, for the past several years engaged upon a similar work. The testimony of Governor Stephens, General Fremont, and Lieut. Mullans, is that of enthusiastic travelers and discoverers, whose descriptions are not fully borne out by the more prolonged and intimate knowledge of the country.

"Herr Hass, the agent of the Berlin and Vienna banks, sent out to examine the country, could easily say the country is good so long as he advised his people to invest no money in it; and it is doubtful if that remark was based upon a sufficiently authoritative investigation of the country to merit the credence given it. Certainly it is incorrect; and especially valueless is the testimony of men of distinction of our own country who are not practical agriculturists, but have taken journey in the fruitful months of the year to the Red River of the North, to the rich valleys of Montana, or to the enchanting scenery of Puget Sound, except upon these particular points.

"I am prepared to substantiate, as I have here said, as far as such matters are susceptible of proof, but, from their nature, many things herein referred to must, to many people, wait the action of the great solvent—Time."

In a later report referring to a much larger extent of territory, General Haze notes the testimony of persons who have examined the country as "confirming his repeated statement that the country lying between 100 West longitude and the Sierra Nevada Mountains, all the way from Mexico to the British possessions in the North, is, in an agricultural sense, practically valueless, except in a few exceptional cases, where water can be

used for irrigation; and that, even with this process, not much more than one acre in many thousands upon the average, can be made available on account of the scarcity of water. He adds:—

"The past season has been one of unusual and somewhat remarkable rains in Dakota, as well as in many other parts of the world. This has given fair crops of roots, vegetables and other grains, without irrigation, and has given the few struggling farmers about Bisinarc great hopes for the future; but the officers of the land office told me in November that they are selling very little land, and that, even if the crops of the last very exceptionally favorable year could be taken as a criterion, general agriculture could not be made profitable in that region, remembering the suffering of those who have sought homes to the Westward of the limit of sufficient rainfalls. The great need of correct information upon the subject to enable Congress to dispose intelligently of questions involving the capabilities of this country, the building up of new and populous States, such as Wisconsin, Iowa and Missouri, will no longer be seen on our present domain, and all calculations based upon such a thing are false, while all extraneous influences brought to bear upon emigration, to carry it West of the one hundredth meridian, excepting in a very few restricted localities, are wicked beyond expression and fraught with misery and failure."

Professor Henry, of the Smithsonian Institute, Washington, in referring to the exploration made by authority of the American Government between the Mississippi River, and the Rocky Mountains, says they reveals the startling facts:—

"That the western progress of its population, has nearly reached the extreme western limit of the areas available for settlement; and that the whole space west of the ninety-eighth parallel, embracing one-half of the entire surface of the United States, is an arid and desolate waste, with the exception of a narrow belt of rich land along the Pacific coast."

Professor Macoun, Government Botanist, who is thoroughly conversant with both the Western States of America and the North West Territories of Canada, says:—

"In Croft's Trans-Continental Tourists' Guide occurs the passage, speaking of the Prairie West of Antelope, on the line of the Union Pacific Railway: 'We now enter on the best grass country in the world,' and further on he says: 'The country is destined at no distant day to become the great pasture land of the continent.' "Now," says Prof. Macoun, "I have passed over these plains from Laramie to Antelope, which are represented as being the best grazing lands in the world, and which are now supporting thousands of cattle, and they bear no more comparison to our plains (the Saskatchewan) than a stubble field does to a meadow. While they have 1,000 miles of sage plains (valueless), for bunch grass soon dies out when pastured, and sage brush takes its place, we have over 1,000 miles, from East to West, of land covered at all times of the year with a thick sward of the richest grass, and which is so nutritious as to keep horses in good condition, though travelling, as ours did, at the rate of forty miles per day."

The following telegram, recently published, shows that the Americans are awake to the fact that their land west of the 100th meridian is useless for agriculture:—

"Lincoln, Neb., Jan. 25th.—The Nebraska Board of Horticulture, now in session here, under the presidency of Governor Furness, considered the preliminary report of the Congressional Committee in favor of withdrawing all public lands west of

the 100th meridian, amounting in the aggregate to 1,000,000,000 acres, from entry by homestead and pre-emption, and giving as the assigned reason for this proposed change, that the land west of the 100th meridian will never be fit for farming, not even with irrigation."

EXPERIENCES IN KANSAS.

The grazing districts of Kansas have long been extensively advertised as possessing extraordinary attractions. But the experience of those who have settled there shows that the state is a most undesirable one to live in. In the *Atlantic Monthly*, one of the most influential American magazines, for December 1879, is given a heart-rending account of the distress in Kansas. The writer observes that,

"When he was at Topeka, the capital of the State, last June, he was profoundly struck with the enquiry that appeared to be on the tongues of all, and was being discussed by the press and State officials from the Governor down, as to the way and means of providing for the support during the coming winter of the great numbers of destitute farmers and others in that State. At the same time he remarks, 'the State, through every available avenue, was inviting and receiving a large immigration of settlers upon its lands, and assuring the world that her soil offered competence and comfort to every worker.' The writer travelled from Topeka as far west as Pueblo in Colorado, and gives a graphic account of the plains and the surroundings of the miserable settlers sprinkled over them. The houses, for the most part, consisted of wooded boxes, without frames, and neither tree or fence to relieve the eye. In a great many cases the settlers lived in dugouts, made by digging a hole in a bluff or rising ground and covering the roof with boards or shingles. Distressing instances of misery are recorded of families that had moved into the States, and having spent their all in doing so, were left helpless in the midst of a parched desert. The writer goes on to say:—'On my arrival at Stirling, 186 miles west of Topeka,' I found the weather hot and dry, with a strong desiccating south wind, parching what vegetation there was and whipping the life out of the growing corn, which was then about two feet high. The wheat and oats were being harvested where they would pay for cutting and threshing; but in many places the wheat fields were utterly destroyed, and in most cases a half crop was the most expected. I was told there had been no general rain for eight months and all through May and June there had been the same dry hot winds, with an occasional local tempest of hail or rain and wind and lightning that destroyed everything in its path."

A letter, signed by J. S. Calmer, M. G. Averill, and J. T. Douglass, dated Wilson County, Kansas, April 27, 1876, appeared in *The Planter*, a prominent Kansas paper. It tells its own story:—

"A few facts from actual experience of farming in Kansas—the other side and the truth. We have been much amused by the gushing letters of contributors to your valuable paper, about this State, and think the actual experience of farmers like ourselves might be as valuable as the moonshine idea of men who never put a plough in the ground, or raised a calf, or wintered a Texas steer, or tried to watch a corn-field, or sell corn at 10 cents a bushel. We came here four years ago, determined to like the country. Now, we believe it to be a delusion and a snare. We wanted cheap lands; we paid \$1.25 per acre, but it has cost us in dead outlay, in money and in time, \$5 to \$20 per acre, and is all for sale less than cost. We came to find a great stock country, where the time of feeding might be short, and the cattle might live on the range all winter; we find it the worst hampered stock country we ever saw, and the grass nutritious and flesh-producing only three or four months in the year. We came to find a great wheat and corn country; we find that the wheat-

raisers have not averaged their seed. Corn ranges all the way from nothing to fifty bushels per acre. We expected to find a tame grass country, but, so far, timothy, clover and blue grass failed, and the climate that kills wheat will kill them. We came here to find a salubrious and healthy climate; we find it sickly, and the rates of mortality last winter along the streams terrible, so much so that we came to believe what an old doctor told us: "*That the most hardy could not expect to survive this climate fifteen years.*" We came to the "Sunny South," where the warm zephyrs ever blow: we find cattle freeze to death in every locality. We came to find a great fruit country: we find our peach trees dead to the ground. We came to find a bracing air: we found it so that we have to brace ourselves at an angle of forty-five degrees to make headway against the wind. We came here to escape the oppression of the rich, and the high taxes: our taxes range from 2.05 to 10 per cent. on real estate, and does not pay anything. We came to find homes for the homeless, and land for the landless: we have got homes, very poor ones, and the land we would be glad to get shut of at half price. In short, we have got the land, and it has got us in the very worst way, and everyone is dissatisfied, unhappy, discouraged, and wants to get out of the country. We came to the country that was said to flow with milk and honey: we find it flowing with poverty and complaint. We find we must go where money is plenty, where labour is needed, and a market for our produce. We live where every quarter section of land has been settled by good, energetic people, who have made every effort and universally failed; those who have done the most, and spent the most, are the most completely floored. Such is our experience, after a fair, faithful trial of Southern Kansas. If you, Mr. Editor, can help us out in any way by advice or otherwise, you will oblige three farmers. We have many friends East, and there are many coming West, we earnestly hope they will see these few lines. We do not wish to see our friends made paupers by doing as we have done, neither ought any more capital to be wasted in this desert of a country. We can substantiate all we have subscribed our names to by more positive proof, if needed, and we ask that this whole article may be published for the sake of truth.

Looking at this unmistakable evidence, can there be any doubt of the advantages offered by North Western Canada? "Upon the northern edge of the great American Sahara are the valleys of the Red River and Saskatchewan; carrying their rich and grassy undulations to the gorges of the Rocky Mountains; forming an isolated belt of verdure across the western half of the British American continent, an isthmus of fertile and habitable lands between the Arctic wastes, which extend to the frozen ocean on the north, and the vast deserts between the Mississippi River and the Pacific coast."

Canada is the only British colony that offers free lands to emigrants. New Zealand gives every man that pays his own passage 40 acres, while if he wants any more it costs him \$5 an acre. The Province of Victoria offers lands, first at auction at an upset or starting price of \$5 per acre. Australia offers to any one having a lease from the government of a sheep run, the privilege of making a pre-emption of 640 acres, on which their buildings and other improvements may be, at the expiration of their lease, but he must pay the \$5 per acre at the expiration of his pre-emption. In the Canadian North West 160 acres is given to actual settlers, with the right of pre-empting 160 acres more, and purchasing a further quantity at from \$1 to \$5 per acre, with ten years to pay in. Full details of the government regulations will be found further on. In the United States, nearly all of the land yet open for settlement is in the hands of railway corporations, who hold it at high prices, with less favorable terms of payment than in Canada.

A SCOTTISH FARMER'S OPINION.

Mr. Henry Snow, whose visit to Canada, and his report thereon has been previously referred to, had the following letter in the *Edinburgh Scotsman* of Dec. 27th, 1879 :

"In yesterday's issue I observe a letter from a Scotch farmer settled in the United States, taking exception to Mr. Biggar's statements as to Manitoba being a better field for settlement than the States. His argument is, that in estimating profits from agricultural produce the chief element is the cost of transit, and in doing this he compares the present prices in the two different localities, and admits that the difference in price is caused by the difference in cost of conveyance, but when the railway from Thunder Bay to Winnipeg is finished (and that will not be over a twelve month), grain will be carried from Manitoba and delivered at Montreal, whence it can be at once shipped to Europe at the same rate it takes to bring it from Kansas and Nebraska to Chicago, whence it has still a thousand miles of carriage before it reaches its shipping port. Again, they are not subjected to the annoyance and loss caused by the railway rings as in the States, any artificial raising of freights being effectually stopped by the water competition. Another important element to be considered by settlers is the opening up of the Hudson Bay route, which has been examined and reported practicable by the Canadian Government, which would further reduce the cost of transit to this country by another half.

"But another not unimportant element which our friend loses sight of is the relative yield of grain per acre. In Minnesota, Dakota, and Wisconsin, which are admitted to be the best wheat-producing portions of the States, the average yield of wheat is 20 bushels per acre, whereas in Manitoba and the North-West the average is 35 bushels of superior quality, and that with the same expense as is incurred in getting 20 bushels in the States.

"Regarding cattle raising, it is unequalled for this purpose. You will see here cattle which work in carts all day, and have only a few hours at night to feed on the prairie grass, in excellent condition, and a man with a mower can cut from 12 to 15 tons of hay per day, which makes excellent winter feeding for cattle. As to schools, &c., it is well known with what rapidity such conveniences spring up in Western countries, and in two or three years in Manitoba will have all those advantages claimed for Kansas and Nebraska. In Canada you do not require to travel with a revolver in your pocket, and have no fear of being massacred by Indians, as in the States, where such things are of daily occurrence.

The Sons of St. George, a society composed of British residents in the United States, whose object is to assist British workmen who emigrate there, have had circulated in England a warning to English artisans and laborers against emigrating to the United States, on account of the dearth of employment there. On this the *Yorkshire Post* of Jan. 8, 1880 remarks :—

"It appears that many English workmen, impatient at the slow revival of trade at home, have hastened across the Atlantic, many of them to New York and Philadelphia, and in not a few cases, with scarcely a penny in their pocket, excepting on their arrival in the country to find their labor in demand. Too late they have realized that, however considerable in the aggregate may be the trade revival in America, it barely suffices, so far as mechanical pursuits and town laboring are concerned, to give employment to the many thousands who have been thrown out of work during the recent time of depression. Their scanty funds—if they have any—have soon become exhausted, while still they were seeking something to do. At last in despair they have applied to the nearest British

consul or vice-consul to assist them in getting home again, only to find that he had no funds available for such a purpose. Many have been assisted by the excellent association already named; but even organized benevolence of this kind is insufficient to meet all the requirements of the case; and the most effectual way of arresting the increase of this evil, and, if possible put an end to it altogether, is to warn workmen against going to America unless they can 'abide their time' in procuring employment. Unfortunately the very circumstances which induce the artisan to try his fortunes in the new world usually operate to preclude the possibility of his carrying with him reserve funds to sustain himself with while in a condition of enforced inactivity. A prominent feature of this ill-advised emigration from England has been the exodus of a number of metal-workers from the North of England, who, it appears, have been induced to go to America by tempting advertisements in the English newspapers. A large portion of these emigrants, it is stated, are married men, and some of them tell pitiful stories of how they made sacrifices at home, scraping together the last shilling to pay their passage money, and fully expecting to earn sufficient in America to send for their families."

THE BEST COLONY.

Of all Britain's colonial possessions, Canada offers the greatest inducements to emigrants. Australia and New Zealand are the only other dependencies which have attempted to compete with it for the tide of emigration. But warnings of a serious nature come from these Islands. In New Zealand, large numbers of men are without work. The Southland, New Zealand, *News* of Nov. 1, 1879, says:—

"A meeting of the unemployed was held in Cathedral Square to-day. It was resolved to interview Mr. Austin of the Public Works Department. A large crowd at once adjourned to the public buildings, when the following resolution was carried: We, the undersigned, on behalf of 300 men out of employment in Christchurch, respectfully request the Government to find work for those not only willing but able to do a fair day's work, and for which they deem they ought to receive 6s. per day, as their experience shows that piece work is not adapted to all parties. In the event of the Government not complying with this supplication, a large body of the men and their wives and families must be immediately supplied with rations, through the magistrates or other appointed persons, to keep them from starvation. Mr. Austin promised to communicate with the Government."

In Australia the prospect is no better. The *North British Daily Mail* of Dec. 24th, 1879 contains the following letter, signed by Ainos Yewdall, secretary of the Stonemasons' Society of Victoria, and dated Melbourne, September:—

"As it appears a movement is on foot in Great Britain to relieve the depressed state of the labour market by encouraging and assisting the artisan and labouring classes to emigrate, I have been instructed by the Stonemasons' Society of Victoria to draw the attention of intending emigrants to the fact that Australia has not escaped the general depression, and as it is a limited field for artisans, there is great want of employment and consequent distress existing here. Things have been going down, down for the last two years, and now there are thousands out of employment, and no signs of things being better for a long time to come. No doubt many of those who would come here have read the glowing accounts of the high rates of wages and no lack of employment given in some of the journals of this country, whose object has always been to glut this market in the interests of employers. Allow me to refer your readers to the files of the *Argus* and *Age* newspapers for the last twelve months, and there they can read and judge for themselves as to the condition of the working classes here. Numerous meetings have been held of the

unemployed, till at last the Government had to commence relief works, which are still carried on, and at present there are hundreds of artisans on the works, such as cutting down timber in the country districts, breaking stones for road purposes, &c., and many of them being allowed to work half time only, at the rate of 4s per day. Subscription lists have been opened and contributions of clothing, &c., collected and distributed to the needy in Melbourne and elsewhere. From these facts the Stonemasons' Society feel called upon to sound a word of caution, especially to men of their own trade, and would advise those whose intention it is to come to this country to be careful of what they do lest they find that they have jumped out of the frying pan into the fire."

WHO SHOULD GO.

The immigration to the North West in 1879 was largely in excess of my previous year, and the indications are that this year the influx of settlers will be even still more largely increased. There are to day greater inducements for settlers than at any previous period. Pauper immigrants are not wanted, farmers with small capital, farm laborers, laborers to work on railway constructions, and domestic servants, are the classes required. In the earlier history of Manitoba, the idea seems to have prevailed that men of all kinds were wanted, and that they had only to land in the Province, with a dollar or two in their pockets, regardless of their occupation, to at once find employment at high wages and rapidly accumulate wealth. Never was a greater mistake made, and the sooner it is exposed, the better will be it for intending emigrants and for the future of the great North West.

For the capitalist, there is an unlimited field in business enterprises, land transactions, and loaning, in which good security and a high rate of interest can be obtained. For the farmer of means there is a chance to settle his sons on farms, or to obtain for himself a much larger area of land than he can secure in the older Provinces, and the consequent improved opportunity of making money afforded by conducting his business on a more extensive scale. The tenant farmer, or the farmer's son, with from \$500 to \$1,000 capital, can obtain a good sized farm, and the necessary stock and implements to secure a revenue from it within a year; a moderate number of farm laborers can find employment in the earlier settled portions of this Province at good wages; railway laborers are in demand, and good female domestic servants will have no difficulty in finding employment. To other classes the writer's advice is, do not come, unless you secure employment before leaving. The labor market, outside of the classes to which reference has already been made, is well supplied, and, at present, there is no demand for other kinds of labor. Mechanics, clerks, book-keepers, &c., are here in abundance, and others coming out "on spec" are more than likely to have a hard time. As in all new territories, the numerical preponderance of the male portion of the population, is marked in the North West. As a consequence marriageable girls are much sought after and have the chance of securing comfortable homes more quickly than in older settled territories.

CAPITAL REQUIRED, OUTFIT, &c.

Persons intending to farm should have at least \$500 in cash, over and above the expenses of their journey to Manitoba. This is a minimum

amount. Those with large families should have more, as a year's provisions will have to be purchased before crops can be secured to yield a return in cash. These amounts are named on the supposition that free grants of land from the government will be taken up. If it is intended to purchase, more ready money will be required. A farmer with a capital of \$2,000 can secure a good farm of 160 acres, even supposing he has to pay \$5 per acre for it, and provide himself with a reasonably comfortable house, the necessary outbuildings, a yoke of oxen, a cow, some pigs, a plough, pair of harrows, and everything necessary to give him a good start, and ensure to him the securing of a comfortable home, for a less amount than he would be called on to pay in Britain for a single year's rent.

A settler's outfit should be as follows, the cost quoted being based on the actual experience of many who have been consulted on this point:—

Yoke of oxen.....	\$125
Red River cart.....	15
Harness.....	10
Cow.....	35
Plough.....	25
Harrows.....	20
Stoves, beds and other furniture.....	100
Chains, axes, shovels, &c.....	30
Building sundries.....	30
Seeds, &c.....	10
	<hr/>
	\$400

This is put at the lowest amount possible. British tenant farmers with some capital, or farmers selling out their farms in other portions of Canada before removing, could, of course, afford to go to a greater outlay and secure greater comforts in their household arrangements. After the first year, steady annual receipts from sales of produce may be depended on, and should any little hardship be experienced, the settler will have the satisfaction of knowing that he has acquired a freehold from which he cannot be evicted and which will enable him to procure a comfortable living for the first few years, and subsequently a substantial competency. In reference to the amount given as necessary for outfit, the Government pamphlet says:—

"The German Mennonite settlers who came to Canada from South Russia a few years ago, that is the poorer families of them, started with very much less; and they are to-day very prosperous, and raise large crops of grain, besides growing flax, of which they export the seed, and are well supplied with live stock from the products of which they do a thriving trade in the Winnipeg Markets. The only question is whether families from the United Kingdom would stint themselves in the same way these thrifty settlers did, and endure what they went through to arrive at their present success. The Mennonite outfit of the poorer families averaging 5 persons, consisted of one yoke of oxen, one cow, one plough, one waggon, and one cooking stove; the whole obtained at a cost of \$270 or £54. This comprised the outfit of one family and in the case of the poorest, two families clubbed together to use one outfit. The cost of provisions for subsistence of one family for a year was \$93 or £18.15, the provisions consisting almost wholly of flour, pork and beans. No money was expended on the buildings in which they first lived. These consisted

for the first year of brush, laid sloping on poles, covered with earth. This fact is stated to show from how small a beginning a settler may successfully start and attain plenty; but seeing that the log house of the country can be built at so moderate a rate, probably few settlers from the United Kingdom would be willing to do as the Mennonites did. Many a man will, however, make a hard struggle for independence, and find both his labour and his hardships sweetened by the consciousness of the daily steps he is taking towards that end. It may further be mentioned, that for some years to come, there will be railways and public works in progress, on which the poorer settler may work for a part of the time at good wages; and so obtain means to tide over the first difficulties of a settler's life, with more comforts."

Log houses, which are exceedingly warm and comfortable, can be built with comparatively little labor, the timber being easily obtained.

The current rates of wages may be given at follows: Laborers, \$20 to \$25 per month and board. Masons, carpenters, and other mechanics and tradesmen, \$2.50 per day. Shop hands and salesmen, \$50 to \$100 per month. Female domestic servants, \$10 to \$15 per month and board. The large contracts now existing on the Canadian Pacific Railway give employment to a large number of men at from \$1.25 to \$1.50 per day. They can obtain board in the camps on the line at from \$3 to \$4 per week. Good board can be obtained from \$4 per week in boarding houses in Winnipeg; the rates in hotels and private houses are, of course, higher.

Did space permit numerous instances might be given of the success met with by settlers. A letter written from Emerson, Manitoba, and published in a recent edition of the *Chatham Planet*, gives a good idea of what is being continually done by settlers. The letter referred to says:—

"You will no doubt like to know how I am getting along with my farming. In the first place then: When I came here a year ago last spring I bought a half section of land, and shortly after I sold one quarter section for a \$100 more than I had paid for it. Off the remainder I took a 1,000 bushels of grain of different kinds, which brought me \$600, and I afterwards sold the land for \$500 more than I had paid for it, so, financially, I have done pretty well. I have now broken and ready for seed in the spring very nearly 100 acres. I intend to turn up a great deal more in the spring; will break it with 14-inch breaking ploughs with single teams; with one 16-inch sulky plough we will turn an average of seven acres a day." Speaking of the line of railway on which they passed through Minnesota into Canadian territory, he says:—"They are putting up immense elevators and preparing to handle an immense yield next year. The land bears from 25 to 40 bushels per acre. This North West is the place. I have not the least desire to farm in Ontario again."

Improved live stock may be taken with advantage. Serviceable horses, especially brood mares, will pay to take. For the first few years work on a farm, oxen are more suitable than horses and can be purchased in Manitoba. Poultry, sheep and pigs are scarce and would pay to import to the North West from the older provinces. Settlers will do well not to bring old horses, implements, etc., with them. If a number combine together so as to fill a car they can get a cheap rate of freight, otherwise the cost of transportation will be found a serious item. A farmer, selling out in Ontario,

might bring harness, waggon, harrows, hand tools and some household effects, rather than sell them at auction at a sacrifice, but those who have to buy new goods will do as well in Manitoba as in Ontario, when everything is taken into consideration. Implements can be purchased in Winnipeg at a less rate than they could be brought in for by individual settlers. Nearly all the Ontario manufacturers of prominence have agencies in Manitoba. Stoves, iron and tin-ware, groceries, dry goods, wools, furniture &c., can be purchased at reasonable prices. Bedding, household linen, carpets, curtains, cutlery and articles of ornament, when already possessed by the emigrant, should be brought, as the freight on these will be much less than similar articles would cost in Manitoba if bought there; and many other little household necessities which if sold would not bring much but would add greatly to the comfort of the emigrant in his new home.

The two best periods of the year to go to the North West are the early spring and the beginning of autumn, the latter being altogether the more suitable. In the spring, as a rule, the roads are in a bad condition and considerable difficulty is experienced in getting over them with loads. This will be obviated when the railway, now in completion west of Winnipeg, is opened for traffic, but until then settlers will do well to arrive in the North West early in August. They can then look around leisurely, select their location, procure their livestock, put up a house and barn and be prepared to commence actual farming operations early the next season. Those starting in the advanced spring reach the North West too late to get crops the same season and are but little further ahead than others following them in the autumn. When the railroad to which reference has just been made, is in operation next year, settlers will be carried within a few miles of their destination, and will then do best to come up in the spring, sow a few potatoes and oats, and get a good breadth of land ploughed to lay fallow until the following spring, when it can be sowed with wheat. June and July are undoubtedly the best months for breaking or turning the sod, so as to rot it and fit the ground for the growth of cereals.

ROUTES TO TRAVEL.

The completion of the all rail route to Winnipeg has placed Manitoba within from three to five days travel from points in Eastern Canada and within fourteen days travel from Liverpool. Of the various Atlantic steamship lines, the two most suited for emigrants to Canada are the Allan and Dominion, as the boats of both these sail direct from points in Britain to Canadian seaports. The splendid vessels of the Allan line, run under contract with the Canadian Government, for the conveyance of the mails, sail semi-weekly between Liverpool and Quebec throughout the season of summer navigation, and weekly between Liverpool and Halifax during winter navigation, calling at Moville to receive and land passengers and mails to and from Ireland and Scotland. The Company's Glasgow line steamers sail weekly between the Clyde and Quebec in summer, and periodically between Glasgow and Halifax in winter. The Dominion Line

runs between Liverpool and Quebec in summer, and Liverpool and Portland, where it connects with the Grand Trunk Railway of Canada, in winter. This line is composed of first-class, full-powered, Clyde built, and doubled-engined steamships, and, like the Allan Line, grants through tickets from Great Britain to Manitoba. Both lines have agents at the most important cities and towns in the United Kingdom, from whom information can be obtained, or application may be made to the resident agent of the Canadian Government at 31 Queen Victoria street, London, E. C. Both these lines travel the shortest route from Britain to Canada and emigrants coming by them have the advantage of landing direct on Canadian territory, Quebec being but 2,600 miles from Liverpool.

On arrival at Quebec or Halifax, emigrants will find the agents of the Canadian Government in attendance to give them information as to how to proceed to their destination, and other necessary advice and assistance. From Portland, Halifax and Quebec, the North West can be reached either by an all rail route, or by part rail and part water. From Halifax the Intercolonial Railway runs to Quebec, where connection is made with the Grand Trunk Railway. At Portland and Quebec passengers are landed from the steamers at stations of the Grand Trunk.

As the same routes from the Provinces of Ontario and Quebec have to be travelled both by the British emigrant and the Canadian moving westward, one description of them will suffice. From Quebec those taking the all rail route travel by the Grand Trunk Railway to Detroit, 736 miles. At Port Huron, where American territory is entered, baggage is examined by customs officers. Passengers should have their trunks, &c., so constructed that they can easily be unlocked for examination. Ontario passengers can take either the Grand Trunk or Great Western Railway to Detroit. Both lines are splendidly equipped with modern, improved rolling stock, and travellers by either line will experience thorough comfort. The trains travel at a good rate of speed, and both lines enjoy a remarkable immunity from accidents. From Detroit to Chicago, 285 miles, the route is via, the Michigan Central Railway, one of the best built and most even running roads in the United States. Palace dining cars and Pullman & Wagner sleepers are attached to trains for the use of first-class passengers. Emigrants travelling at the lowest rates of fare are accommodated in comfortable cars. In Chicago, transfers of passengers and baggage between the stations of the various line is effected by a line of omnibusses, agents of the various companies being at all the stations on the arrival of trains, for the purpose of directing and assisting passengers. Between Chicago and St. Paul, 410 miles, there are two excellent roads, the Chicago, Milwaukee & St. Paul, and the Chicago, St. Paul & Minneapolis. The Chicago, Milwaukee & St. Paul Railway runs its own sleeping cars; the Chicago, St. Paul & Minneapolis line using those of the Pullman Company.

At St. Paul close connection is made with the St. Paul, Minneapolis and Manitoba Railway, the pioneer railway of Minnesota, which consists

of two trunk lines aggregating 650 miles of well constructed and thoroughly equipped road. This line runs its own sleeping coaches. From St. Paul to St. Vincent, at the boundary between the United States and Manitoba, is 414 miles. At St. Vincent the Pembina branch of the Canadian Pacific Railway can be taken for Winnipeg, 68 miles. In summer the steamboats of the Winnipeg and Western Transportation Company ply between St. Vincent and Winnipeg. From Winnipeg, into the North West Territories, at present, the communication is principally by road. As previously mentioned a hundred miles of railway is now under construction by the government. This will run nearly into the territories, and will be open for traffic next year. Steamboats ply on the Assiniboine river as far as Fort Ellice. Further information on this point may be obtained by referring to page 29 of this pamphlet, where the communications of the territory are described.

Those preferring the lake route can go by the Grand Trunk or Great Western Railway to Windsor, Sarnia, Goderich, Kincardine or Southampton, from which ports the steamers of the North West Transportation Company run regularly to Duluth, on the North Western shore of Lake Superior. The Collingwood line sails from Collingwood, on Lake Huron, to Duluth, where connection is made with the Northern Pacific Railway, by which passengers travel to Glyndon junction on the St. Paul, Minneapolis and Manitoba Railway, and thence for the balance of the journey by the same route as the all rail passengers.

While travelling through the United States, emigrants will do well to avoid the innumerable land speculators and touters who will try to persuade them that the best lands are to be obtained in American territory. At Emerson, near the international boundary, and at Winnipeg, the Canadian Government has immigration agents. Meals can be obtained along all the routes of travel, but emigrants to whom money is a decided object should provide themselves with provisions before starting on the journey by rail. The railways allow 150 lbs. of baggage free to each adult: extra baggage will cost \$3.50 per 100 lbs.

The rates of passage by steamers from Liverpool, Glasgow and other British ports to Halifax and Quebec are from \$50 to \$90, according to accommodation. Steerage passengers are taken at from \$17 to \$30 per head. Children at reduced rates.

The railway fares for the season of 1880 are not yet definitely fixed. The following, which are at present in force from the principal stations on the Grand Trunk Railway to St. Boniface, (Winnipeg) Manitoba, will give a general idea of the cost of the journey.

<i>From</i>	<i>1st. Class.</i>	<i>2nd. Class.</i>
Quebec.....	\$64 25	\$36 50
Montreal.....	59 25	34 00
Prescott.....	57 25	34 00
Brockville.....	56 85	33 70
Gananoque.....	56 25	32 95
Kingston.....	56 00	32 50
Napanee.....	55 15	32 00
Belleville.....	54 45	32 00
Trenton.....	54 05	32 40
Brighton.....	58 75	32 15
Colborne.....	53 50	31 95
Cobourg.....	53 00	31 60
Port Hope.....	52 80	31 50
Bowmanville.....	52 35	31 10
Oshawa.....	52 25	31 00
Whitby.....	52 25	30 90

As a general rule it may be said that from points in Ontario to St. Boniface, first-class fares average from \$50 to \$60 and second-class fares from \$29 to \$34. Reduced rates may be quoted in the spring and summer, and the fares by the part rail and part water route will probably be a little lower for emigrants than by the all rail route. Car loads of emigrants effects, live stock, &c. were taken through from Toronto to St. Boniface at \$230 per car by the all rail route, and \$210 by the lake route. Car loads from all Canadian stations, west of Toronto, are charged at the same rates, and from eastern points rates are proportionately greater.

Mr. A. H. Taylor, of Ottawa; Mr. R. W. Prittie, of Toronto, and other agents run special excursions to Manitoba from stations on the Grand Trunk and Great Western Railways frequently. Emigrants will find it to their advantage to go by these trains, as, while only charged a second-class fare, they will be conveyed in first-class carriages, and as the trains are under the control of the agents referred to, delays are avoided, and the journey made with much more comfort than where parties go by ordinary trains.

GOVERNMENT LANDS.

For the purpose of settlement, a system of survey of lands has been adopted by the Dominion Government which gives the utmost accuracy of measurement in combination with a plan that is simple and easily understood. The land is divided into townships, each of which is exactly six miles square. A township is divided into 36 sections, each of which is a mile square and contains 640 acres. These sections are divided into half sections of 320 acres, quarter sections of 160 acres, and half quarter section of 80 acres. The townships start from a base line which is the international boundary line, which runs due east and west; and from a point a little to the west of that at which the Red River enters the province, a line called the principal meridian is run due north. The ranges of the townships which are marked on the maps in Roman characters, run east and west from the meridian line, and the numbers of the townships marked

on the maps in the common figures, run north from the boundary or first base line. The boundaries of the sections are marked out on the lands by posts set up by the Government surveyors. A large number of townships have already been surveyed and settled; several surveyed last season will be thrown open for settlement this spring, and the work of surveying will be prosecuted with increased vigor in order to keep pace with the rapid demands of settlers. Land offices, with resident agents appointed by the Government, are established at various places in Manitoba and the North West Territories, where all information respecting lands in the district can be obtained and the necessary entries made to secure locations.

Under the provisions of the resolutions respecting the construction of the Canadian Pacific Railway, regulations respecting the disposal of the Government lands have recently been issued. These regulations will be found in full among the advertisements at the end of this pamphlet. The regulations provide that until the further and final survey for the construction of the railway westward from Red River towards the Rocky Mountains, the line of the railway is assumed to be along the fourth base line, westerly to the intersection of the base line, by the line between ranges 21 and 22 west of the first principle meridian and thence in a direct line to the confluence of the Shell River with the Assiniboine. The country lying on each side of the line of railway is divided into five belts, as follows:—1, a belt of five miles on either side of the railway, and immediately adjoining the same, called belt A; 2, a belt of 15 miles on either side of the railway, adjoining belt A, called belt B. 3, a belt of 20 miles on either side of the railway, adjoining belt B, to be called belt C; 4, a belt of 20 miles on either side of the railway, adjoining belt C, to be called belt D; and 5, a belt of 50 miles on either side of the railway, adjoining belt D, to be called belt E.

Any person, male or female, who is the sole head of a family, or any male who has attained the age of 18 years, shall be entitled to receive free, on payment of the office fee of \$10, a quarter section, 160 acres, of land, in any of the even numbered sections in the townships throughout the several belts described above. A person obtaining an entry for a homestead in this manner shall be liable to the forfeiture thereof should he not become an actual occupant of the land so entered within two months of the date of entry and thenceforth continue to occupy and cultivate the same. The entry of a person for a homestead right shall entitle him, on payment of a fee equal in amount to that hereinafter prescribed for such homestead entry, to receive at the same time therewith an entry for an adjoining 160 acres, or less quantity of Government lands then unclaimed, and such entry shall entitle such person to have possession of and cultivate such land so entered in addition to his homestead, but not to cut wood thereon for the purpose of sale or barter, and, at the expiration of the period of three years, or upon his sooner obtaining a patent for his homestead, shall entitle him to a pre-emption of the land so entered, at the Government price, which is \$2.50 per acre in belts A, B, and C, \$2 in belt D, and \$1 in belt E. At the expiration of three years the settler or his heirs,

upon proof to the satisfaction of the local agent, that he or they have resided upon and cultivated the homestead for the three years next after making the entry, shall be entitled to a patent for the land, provided such claimant is then a subject of Her Majesty by birth or naturalization.

The odd numbered sections in each of the townships in the various belts are not open for homesteads or pre-emptions, but are specially reserved as railway lands and may be purchased from the government at these prices:—Belt A, \$5 per acre; belt B, \$4; belt C, \$3; belt D, \$2; belt E, \$1. The terms of payment are one tenth in cash at the time of purchase, the balance in nine annual instalments with interest at the rate of six per cent per annum on the balance remaining unpaid, to be paid with each instalment.

Settlers wishing to procure land can find out at any of the government land offices what sections are not taken up and after inspecting for themselves can return to the office, pay the fees and make the necessary entries.

It is advisable for settlers to locate only on surveyed lands, as should they go beyond the surveys they may take up land which is included in the school or Hudson's Bay Company's reserves, neither of which are open for homesteads or pre-emptions.

PRIVATE LANDS.

Farms which have been partly cultivated and on which some improvements have been made, such as the erection of a house, barn, stable, &c., can be purchased from private owners, within a reasonable distance of Winnipeg, or some of the towns in Manitoba, at from \$5 to \$20 per acre. Uncultivated lands, in private owners hands, can be bought for from \$2 to \$10 per acre. In Winnipeg there are a number of highly respectable and reliable real estate dealers.

The Hudson's Bay Company now offer for sale their lands in the surveyed districts. They are the owners, under the Dominion Lands Act, of two sections in every surveyed township. Each section consists of 640 acres, and will be sold either in block or quarter sections of 160 acres each. In addition to these two sections in each townships they own a number of other lots which are also offered for sale. They comprise some of the very best farms fronting on the Red and Assiniboine Rivers. They include lands in the best prairie districts, capable of producing the largest and best crops of wheat; also land admirably adapted for cattle raising; and a large number of wood lots. The prices range from \$3 to \$6 per acre and upwards, according to location and other circumstances. The terms of payment are one-eighth of the price in cash at the time of sale, and the balance in seven equal annual instalments, with interest at seven per cent per annum on the amount due. A purchaser of a farm of 160 acres, at say \$4 an acre, will only require to pay \$80 in cash, and an equal sum every year for seven years, with interest at seven per cent per annum. A for-

mal agreement is given him on the payment of the first instalment, which will be exchanged for a deed on the last payment being made. The title to the company is direct from the Crown. The company is having all its lots in the several townships, as fast as they are surveyed, reported upon by competent surveyors, so that purchasers can have correct information in regard to the lands they desire to purchase. The sections in each township belonging to the company, are numbered 8 and 26. The principal land office of the company is in Winnipeg, where full information can be obtained by settlers and parties desiring to purchase lands. An office is also open at 5 Peter Street, Montreal, where full information can also be obtained. The company have also a large number of lots for sale in the City of Winnipeg. These lots are being rapidly disposed of at moderate prices. The terms of payment are one-fifth in cash at the date of purchase and the balance in four equal annual instalments with interest at seven per cent. per annum. The company has also laid out town plots at various other places, where lots are being sold on terms of payment similar to those at Winnipeg. A town has thus been laid out at West Lynne, on the west side of Red River, next the boundary of the United States, and where a considerable number of lots have already been sold. Another has been laid out at Rat Portage, where a station has been established on the line of railway from Winnipeg to Thunder Bay. Large lumber mills are now being built in the vicinity of this place, and there is a valuable extent of water mill privilege, belonging to the company, admirably adapted for grist mills. At Portage La Prairie, 70 miles west of Winnipeg, a town has been in existence for some time, and a considerable number of lots sold. This is near the line of the railway running westward of Winnipeg, and is the centre of a splendid farming country. The town of Goschen is now also been surveyed and laid out in the Prince Albert district on the main Saskatchewan River. This town will be the emporium for a large and rapidly increasing wheat growing and cattle raising district. Other towns will be laid out as settlement progresses, and the necessity for them to become apparent. Grist mills are in process of construction at various places for the accommodation of settlers, and where grain is purchased. The Company's Land Commissioner is Mr. C. J. Brydges.

CONCLUSION.

The work of the writer in this connection is completed. In the preceding pages he has endeavored to lay before his readers accurate information respecting North Western Canada. Instead of merely placing before them his own impressions of the territory, he has compiled from various sources the opinions of many who have visited it, and has devoted considerable space to the reports presented by the British agricultural delegates who came out last autumn. The territory under consideration has only been referred to in a general way, space not permitting a detailed description of the various settlements, and districts. In order to place in the hands of intending settlers, full particulars as to the nature of the soil, settlements, &c., in each locality, the writer intends at an early date to issue a handbook giving this information in minute detail, for the use of those who are seeking homes in



REGULATIONS Respecting the disposal of certain Public Lands for the purposes of the Canadian Pacific Railway,

DEPARTMENT OF THE INTERIOR,
OTTAWA, Oct. 14, 1879.

Public notice is hereby given that the following provisions, which shall be held to apply to the lands in the Province of Manitoba, and in the Territories to the west and north-west thereof, are substituted for the Regulations, dated the 9th July last, governing the mode of disposing of the Pacific Lands situate within 110 (one hundred and ten) miles on each side of the line of the Canadian Pacific Railway, which said Regulations are hereby superseded:—

1. "Until further and final survey of the said railway has been made west of the Red River, and for the purpose of these provisions, the line of the said railway shall be assumed to be on the fourth base westerly to the intersection of the said base by the line between ranges 21 and 22 west of the first principal meridian, and thence in a direct line to the confluence of the Shell River with the River Assiniboine.

2. "The country lying on each side of the line of railway shall be respectively divided into belts, as follows:—

"(1) A belt of five miles on either side of the railway, and immediately adjoining the same, to be called Belt A;

"(2) A belt of fifteen miles on either side of the railway, adjoining Belt A, to be called Belt B;

"(3) A belt of twenty miles on either side of the railway, adjoining Belt B, to be called Belt C;

"(4) A belt of twenty miles on either side of the railway, adjoining Belt C, to be called belt D; and

"(5) A belt of fifty miles on either side of the railway, adjoining Belt D, to be called Belt E.

3. "The even-numbered sections in each township throughout the several belts above described shall be open for entry as homesteads and pre-emptions of 160 acres each respectively.

4. "The odd-numbered sections in each of such townships shall not be open to homestead or pre-emption, but shall be specially reserved and designated as Railway Lands.

5. "The Railway Lands within the several belts shall be sold at the following rates, viz.:—In Belt A, \$5 (five dollars) per acre; in Belt B, \$4 (four dollars) per acre; in Belt C, \$3 (three dollars) per acre; in Belt D, \$2 (two dollars) per acre; in Belt E, \$1 (one dollar) per acre; and the terms of sale of such land shall be as follows, viz.:—One-tenth in cash at the time of purchase; the balance in nine equal annual instalments, with interest at the rate of six per cent. per annum on the balance of purchase money from time to time remaining unpaid, to be paid with each instalment.

6. "The Pre-emption Lands within the several belts shall be sold for the prices and on the terms respectively as follows:—In the Belts A, B and C, at \$2.50 (two dollars and fifty cents) per acre; in Belt D, at \$2 (two dollars) per acre; and in Belt E, at \$1 (one dollar) per acre. The terms of payment to be four-tenths of the purchase money, together with interest on the latter at the rate of 6 per cent. per annum, to be paid at the end of three years from the date of entry; the remainder to be paid in six equal instalments annually from and after the said date, with interest at the rate above mentioned on such portions of the purchase money as may remain unpaid, to be paid with each instalment.

7. "All payments for Railway Lands, and also for Pre-emption Lands, within the several Belts, shall be in cash, and not in scrip or military or police bounty warrants.

8. "All moneys received in payment of Pre-emption Lands shall inure to and form part of the fund for railway purposes, in a similar manner to the moneys received in payment of Railway Lands.

9. "These provisions shall be retroactive so far as relates to any and all entries of Homestead and Pre-emption Lands, or sales of Railway Lands obtained or made

under the Regulations of the 9th of July, hereby superseded; any payments made in excess of the rate hereby affixed shall be credited on account of sales of such lands.

10. "The Order-in-Council of the 9th November, 1877, relating to the settlement of the lands in Manitoba which had been previously withdrawn for Railway purposes, having been cancelled, all claims of persons who settled in good faith on lands under the said Order-in-Council shall be dealt with under these provisions, as to price of Pre-emptions, according to the belt in which such lands may be situate. Where a person may have taken up two quarter-sections under the said Order-in-Council, he may retain the quarter-section upon which he has settled, as a Homestead, and the other quarter-section as a Pre-emption, under these provisions, irrespective of whether such Homestead and Pre-emption may be found to be upon an even-numbered section or otherwise. Any moneys paid by such person on account of the lands entered by him under the said Order-in-Council, will be credited to him on account of his Pre-emption purchase, under these provisions. A person who may have taken up one quarter-section under the Order-in-Council mentioned will be allowed to retain the same as a Homestead, and will be permitted to enter a second quarter-section as a Pre-emption, the money paid on account of the land previously entered to be credited to him on account of such Pre-empt on.

11. "All entries of lands shall be subject to the following provisions respecting the right of way of the Canadian Pacific Railway, or of any Government colonization railway connected therewith, viz.:

a. "In the case of the railway crossing land entered as a Homestead, the right of way thereof, and also any land which may be required for station purposes, shall be free to the Government.

b. "Where the railway crosses Pre-emption or Railway Lands, entered subsequent to the date hereof, the Government may take possession of such portion thereof as may be required for right of way or for station grounds or ballast pits, and the owner shall only be entitled to claim payment for the land so taken, at the same rate per acre as he may have paid the Government for the same.

c. "In case, on the final location of the railway through lands unsurveyed, or surveyed but not entered for at the time, a person is found in occupation of land which it may be desirable in the public interest to retain, the Government reserves the right to take possession of such land, paying the squatter the value of any improvements he may have made thereon.

12. "Claims to Public Lands arising from settlement after the date hereof, in territory unsurveyed at the time of such settlement, and which may be embraced within the limits affected by the above policy, or by the extension thereof in the future over additional territory, will be ultimately dealt with in accordance with the terms prescribed above for the lands in the particular belt in which such settlement may be found to be situate, subject to the operation of sub-section c of section 11 of these provisions.

13. "All entries after the date hereof of unoccupied lands in the Saskatchewan Agency, will be considered as provisional until the railway line through that part of the territories has been located, after which the same will be finally disposed of in accordance with these provisions, as the same may apply to the particular belt in which such lands may be found to be situated, subject, as above, to the operation of sub-section c of section 11 of these provisions.

14. "With a view to encouraging settlement by cheapening the cost of building material, the Government reserves the right to grant licences, renewable yearly, under Section 52 of the '*Dominion Lands Act, 1879*,' to cut merchantable timber on any lands situated within the several belts above described, and any settlement upon, or sale of lands within, the territory covered by such licenses, shall for the time being be subject to the operation of such licenses.

15. "The above provisions, it will, of course, be understood will not affect sections 11 and 29, which are public school lands, or sections 8 and 26, Hudson's Bay Company's lands.

"Any further information necessary may be obtained on application at the Dominion Lands Office, Ottawa, or from the agent of Dominion Lands, Winnipeg, or from any of the local agents in Manitoba or the Territories."

By order of the Minister of the Interior,

LINDSAY RUSSELL,

Surveyor-General.

J. S. DENNIS,

Deputy of the Minister of the Interior.

MANITOBA

The reliable Route, and the one having the least transfers, finest equipments, best accommodation, courteous employees, etc., is the

Chicago and North Western Ry's, "CHICAGO, ST. PAUL & MINNEAPOLIS LINE."

The "Chicago, St. Paul & Minneapolis Line" is composed of the Chicago & North Western, and Chicago, St. Paul & Minneapolis Railways, and passengers to secure the advantages of the line, should be sure their tickets read as above, and

Not by any other Line Having a Similar name.

This is the Great Government Express and Mail Route to

Manitoba, Dakota and the North-West

Forming the connecting link between CHICAGO and the NEW COUNTRY of FERTILE SOIL, ABUNDANT CROPS, HEALTHY CLIMATE, &c., &c., which is being rapidly settled by an industrious, intelligent and energetic class of people. This the only through line from Chicago that makes a connection at St. Paul with the

St. Paul, Minneapolis and Manitoba and Northern Pacific Railways, for Winnipeg, Bismarck, Brainerd, Breckenridge, Fisher's Landing, in the Union Depot.

This is now the established

All Rail Route to Manitoba!

And Passengers for that country, and St. BONIFACE and WINNIPEG, should ask for and be sure their Tickets read Grand Trunk, Great Western, or Canada Southern Railways to Detroit; Michigan Central Railway to Chicago; Chicago St. Paul & Minneapolis Line, Chicago to St. Paul.

(Or Chicago, and North Western and Chicago, St. Paul & Minneapolis Ry's.)

St. Paul, Minneapolis & Manitoba and Canada Pacific Ry., St. Paul to Winnipeg.

The St. Paul, Minneapolis & Manitoba Railway, and its Northern Extension—Canada Pacific, are the only Ry's running down the Valley of the Red River of the North.

Any Ticket Agent of the GRAND TRUNK, GREAT WESTERN, CANADA SOUTHERN, or other Eastern Trunk Line, will sell you tickets via this route, and will be glad to furnish you Maps, Time Tables, and other information about it. Do not be persuaded to buy via any other line, until you have examined into the merits of this line. Write to or call upon SAMUEL BEATTY, General Canadian Freight Agent for this Line, Rossin House, Toronto, for rates for your Freight, Emigrants' Moveables, Household Goods, Horses, etc. He will give you the very lowest obtainable rates, and will aid you in moving.



CUSTOMS DEPARTMENT.

REGULATIONS GOVERNING TRAVELLERS' CARRIAGES, &c., CROSSING THE FRONTIER.

To ensure uniformity at the frontier ports in dealing with "carriages of travellers and carriages laden with merchandise," and to afford the utmost facility to parties visiting the Dominion for transient purposes, consistent with the protection of the Revenue, the Minister of Customs has approved of the following "Regulations and Restrictions."

1st—Regular stages and hacks, when the owners or the drivers are known to the officers, may be allowed to cross the frontier and return, within two days, without being required to make an entry at the Custom House, subject only to the ordinary examination, search and inspection.

2nd—Travellers intending to remain within the Dominion for a longer period than two days are required in all cases to report and enter their horses, carriages and travelling equipage; and in cases where they do not intend to leave at the same point at which they enter, or are uncertain on that point, they will deposit with the Collector the full amount of duty on such horses, carriages, and other dutiable articles, to be returned only on their furnishing satisfactory evidence that the same articles have been returned unchanged to the United States. Travellers intending to leave at the port of entry may be allowed to enter as above, and, in lieu of cash, to give a bond, with an approved resident surety, covering the amount of duty, and with the additional condition, that such bond, shall be enforced if the time specified therein be exceeded.

3rd—The time to be allowed travellers in either case shall not exceed one calendar month; and if that time be exceeded, the entries shall be considered *bona fide* entries for duty, and be included in the accounts of the port.

4th—All moneys received by Collectors on deposit, under the above Regulations, shall be, if possible, deposited *ad interim* in a bank, in the Collector's name; and if there is no bank available, then in some other place of security under the Collector's credit, and a separate account of the receipt and disposal of such deposit should be sent quarterly to the Department.

5th—The entries in such case should contain such a description of the horses, carriages, &c., as would enable the Collector or other officer to identify them on their leaving the Dominion; and a copy shall be furnished the owner or other person making such entry, which shall be his permit for travelling in the country.

CUSTOMS DEPARTMENT,

J. JOHNSON,

Ottawa, Jan'y. 1st, 1879.

Commissioner of Customs.

REGULATIONS RESPECTING VALUATIONS—CIRCULAR TO COLLECTORS.

SIR,—I have it in command to acquaint you that His Excellency the Governor General, by an Order in Council, bearing date the 22nd instant, has been pleased to order and direct that "all goods imported into Canada from the United States, under arrangements with the purchasers for delivery, with transportation charges and Canadian duty paid, shall be valued for duty at the fair market value thereof, including all expenses to the frontier of the said United States;" and I have, therefore, to instruct you to govern yourself accordingly.

I am, Sir,

Your obedient servant,

J. JOHNSON,

Commissioner of Customs.

OTTAWA, Sept. 25, 1879.



23

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY,

Late ST. PAUL AND PACIFIC R. R.

This is the Pioneer Railway of Minnesota, and consists of two trunk lines, aggregating 650 Miles of well constructed and thoroughly equipped Railroad.

One line runs in a westerly and northerly course, from St. Paul through the Big Woods District, the beautiful Park Region, and the Fertile Prairie District to Breckenridge on the Red River and thence down that wonderful rich valley to St. Vincent on the boundary of Manitoba.

The other line runs in a north-westerly course from St. Paul to Barnesville, there joining the first line. It traverses the great manufacturing districts and desirable grazing lands of the Upper Mississippi, part of the Big Woods, (where the most valuable timbers are found,) and also the fertile Sauk Valley. This region abounds with natural advantages for manufacturing and agriculture.

The peculiar location of these lines, running through the heart of the State and into the Great Wheat Belt of America, in the Red River Country, gives a value and attraction to these lands far beyond any other region in the North West, and best illustrated by the rapidity with which these lands are being sold, and the country tributary to these roads are being settled up.

The fertility of these lands, and their adaption to diversified and profitable agriculture, are beyond question.

Government lands also are obtainable near these lines of Railroads, which, with the low prices and easy terms on which R. R. lines can be obtained, places comfortable homes in that rich country and choice climate within the reach of all.

3,000,000 ACRES now offered for sale to actual settlers at prices and on terms far exceeding in liberality and advantages anything to be found elsewhere.

Full Particulars and Map of these Lands mailed Free to all applicants.

Address:

D. A. McKINLAY.

Land Commissioner,

ST. PAUL, MINNESOTA.

Government of Canada.



POST OFFICE SAVINGS BANK.

1. Three hundred Post Office Savings Banks in Ontario and Quebec are open daily for the receipt and repayment of deposits, during the ordinary hours of Post Office business.

2. The direct security of the Dominion is given by the Statute for all deposits made.

3. Any person may have a deposit account, and may deposit yearly any number of dollars from \$1 up to \$300, or more with the permission of the Postmaster-General.

4. Deposits may be made by married women, and deposits so made, or made by women who shall afterwards marry, will be repaid to any such woman.

5. As respects children under ten years of age, money may be deposited—

FIRSTLY—By a parent or friend as Trustee for the child, in which case the deposits can be withdrawn by the Trustee until the child shall attain the age of ten years, after which time repayment will be made only on the joint receipts of both Trustee and child.

SECONDLY—In the child's own name—and, if so deposited, repayment will not be made until the child shall attain the age of ten years.

6. A depositor in any of the Savings Bank Post Offices may continue his deposits at any other of such offices, without notice or change of Pass Book, and can withdraw money at that Savings Bank Office which is most convenient to him. For instance, if he makes his first deposit at the Savings Bank at Cobourg, he may make further deposits at, or withdraw his money through, the Post Office Bank at Collingwood or Quebec, Sarnia, Brockville, or any place which may be convenient to him, whether he continue to reside at Cobourg or remove to some other place.

7. Each depositor is supplied with a Pass Book, which is to be produced to the Postmaster every time the depositor pays in or withdraws money, and the sums paid in or withdrawn are entered therein by the Postmaster receiving or paying the same.

8. Each depositor's account is kept in the Postmaster-General's Office, in Ottawa, and in addition to the Postmaster's receipt in the Pass Book, a direct acknowledgment from the Postmaster-General for each sum paid in is sent to the depositor. If this acknowledgment does not reach the depositor within ten days from the date of his deposit, he must apply immediately to the Postmaster-General, by letter, being careful to give his address, and, if necessary, write again, because the Postmaster's receipt or entry in the Pass Book is not sufficient without the further receipt for the money from Ottawa.

9. Every depositor must send his Book, once a year, viz., on the anniversary of his first deposit, for comparison with the Books of the Department, and for insertion of interest. The Book will be returned to him by first mail. At no other time should a depositor suffer his Book to be out of his own possession.

10. When a depositor wishes to withdraw money, he can do so by applying to the Postmaster-General, who will send him by return mail a cheque for the amount, payable at whatever Savings Bank Post Office the depositor may have named in his application.

11. Interest at the rate of 4 per cent. per annum is allowed on deposits, and the interest is added to the principal on the 30th June in each year.

12. Postmasters are forbidden by law to disclose the name of any depositor, or the amount of any sum deposited or withdrawn.

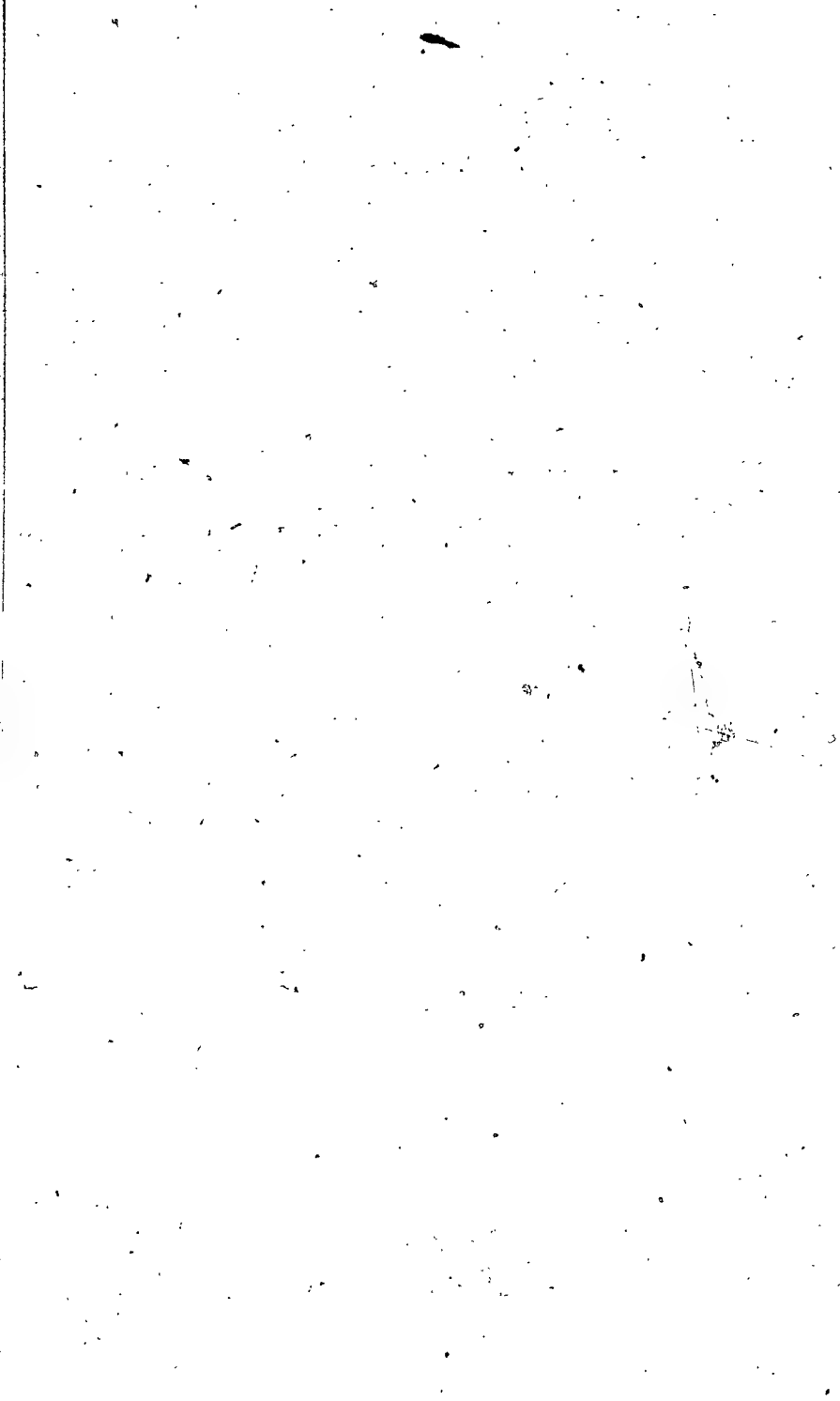
13. No charge is made to depositors on paying in or drawing out money, nor for Pass Books, nor for postage on communications with the Postmaster-General in relation to their deposits.

14. The Postmaster-General is always ready to receive and attend to all applications, complaints, or other communications addressed to him by depositors or others, relative to Post Office Savings Bank business.

15. A full statement of the Regulations of the Post Office Savings Bank may be seen at any Post Office in the Dominion, also in the *Official Postal Guide*.

POST OFFICE DEPARTMENT,

Ottawa, January, 1880.



CHEAP LANDS !

AND

FERTILE SOIL

IN THE RENOWNED

RED RIVER VALLEY OF THE NORTH !

IN THE STATE OF MINNESOTA.

The superior quality and very large yield harvested in 1879 attest these lands the most desirable for immediate settlement.

For climate, fertility of soil, transportation facilities, and good markets, this district is

UNSURPASSED.

The St. Paul Minneapolis and Manitoba Railway runs
Through this Famous Valley.

This Company now offers for sale at low prices, and on terms better than can be found elsewhere.

3,000,000 ACRES

—OF THE—

CHOICEST LANDS.

A valuable book and map description of these mailed free to all applicants.

Address :

D. A. MCKINLAY,

LAND COMMISSIONER,

OR TO

ST. PAUL, MINNESOTA.

GEORGE STEPHEN & Co.,

MONTREAL, CANADA.



INSPECTION —OF— WEIGHTS and MEASURES.

The Act respecting Weights and Measures, XXXVI Vic., Chap. 47, came into operation on the 1st of July, 1875, under the proclamation published in the *Canada Gazette* of 26th December, 1874.

The duties of Excise upon Spirits theretofore computed by the old Wine gallon have been since that date computed—as provided in the Acts above cited—by the Imperial gallon, the rate of such duty being as follows :—

On Spirits theretofore subject to 75 cents per Wine gallon, 90 cents per Imperial or Standard gallon of the strength of proof.

It may be observed that, the Wine gallon containing 231 cubic inches, and the Imperial or Standard gallon 277-274, quantities stated in Wine gallons may be reduced to Imperial gallons by deducting one-sixth—or, quantities stated in Imperial gallons may be converted into Wine gallons by adding one-fifth, thus :—

20 Imperial or Standard gallons = 24 Wine gallons.

24 Wine gallons = 20 Imperial gallons.

A. BRUNEL,

Commissioner of Inland Revenue.

DEPARTMENT OF INLAND REVENUE,
31st January, 1879.

REAL ESTATE
—IN—
MANITOBA.

Office of JOHN SCHULTZ,
505 MAIN STREET.

A large number of improved and unimproved
Farms for sale on easy terms.

LANDS IN THE SETTLEMENT BELT.

FINE MILL SITES AT THE PEMBINA
MOUNTAINS.

**Town Lots in Winnipeg, Selkirk
and at Portage La Prairie.**

BUSINESS AND OTHER BUILDINGS FOR RENT
IN WINNIPEG AND AT SELKIRK.

PROPERTIES IN OTHER PARTS OF CANADA
TAKEN IN PART PAYMENT OF LANDS.



PUBLIC WORKS DEPARTMENT.

THE HON. HECTOR LOUIS LANGEVIN, C.B.

MINISTER OF PUBLIC WORKS.

PERMANENT OFFICERS OF THE DEPARTMENT:

G. F. BAILLAIRGE, Deputy of the Minister.

S. CHAPLEAU, Secretary.

J. W. HARPER, Paymaster.

T. S. SCOTT, Chief Architect.

H. F. PERLEY, Chief Engineer.

O. DIONNE, Chief Accountant.

W. H. AIKENS, } Assistant Accountants.

J. VERREAULT, }

T. H. ALLEN, Correspondence Clerk.

C. MCCARTHY, Curator of Plans, &c.

L. LEFEBARRE, Clerk of Records.

F. J. MCKAY, " "

P. CARTIER, " "

H. TALBOT, " "

J. O. CÔTÉ, " "

W. H. LEWIS, " "

H. POTVIN, } Messengers.

H. O'NEIL, }

GRAND TRUNK RAILWAY OF CANADA.

Trans-Continental Route.

OVER 1300 MILES UNDER ONE MANAGEMENT

—TO—

MANITOBA

—AND THE—

NORTH WESTERN TERRITORIES.

Emigrants from Europe to the rich wheat-producing lands of Manitoba, and the Agricultural and Mining districts of British Columbia, will find the cheapest and best route via Quebec or Portland and the Grand Trunk Railway of Canada.

This is the legitimate route to the North West, affording a continuous trip and making direct connections with the steamer lines from Sarnia and Collingwood, and by rail through to Fort Garry, Winnipeg, and all points in the North West Territories.

Passengers arriving at Quebec or Portland are transferred with their baggage free to the railway trains, which run alongside the vessel at the wharf.

Depots or Stations for the reception of emigrants are provided at Quebec, Sherbrooke, Montreal, Ottawa, Kingston, Toronto, Hamilton, London, (Ont.) and Winnipeg, where full information will be afforded and prompt assistance rendered to intending settlers by the Emigration Agents.

Information as to passage tickets and rates of passage by the various lines, can be obtained upon application at the Office of the Grand Trunk Railway, 21 Old Broad Street, London, E. C. and the offices of the Canadian Steamship Lines in Liverpool, and throughout Europe.

TO SPORTSMEN AND EXCURSIONISTS.

Tickets will be issued by all rail, or by rail and the Lakes, to the various points in the North West during the sporting season.

Apply for full information to steamship agents at Liverpool and in Europe, and at the office of the Grand Trunk Railway, 21 Old Broad Street, London, E. C.

JOSEPH NICKSON,

General Manager, Grand Trunk Railway.

I. G. BAKER., St. Louis, Mo.
C. E. CONRAD, Fort Macleod.

W. G. CONRAD, Fort Benton.
JNO. H. CONRAD, Fort McKinney.

I. G. BAKER & CO.,

FORTS MACLEOD AND WALSH. N.W.T.

EASTERN OFFICE; 219 OLIVE ST., ST. LOUIS, MO.,

MONTANA OFFICE, FORTS BENTON AND HELENA.

BANKERS, FREIGHTERS

INDIAN TRADERS,

STEAMBOAT OWNERS,

WHOLESALE AND RETAIL DEALERS IN

GENERAL MERCHANDISE

AND PROPRIETORS OF

BAKER & CO'S BONDED LINE

From Eastern Canada to the North-West Territory.

We are in receipt of a larger stock of Assorted Merchandise than any other house in the North-West. Special inducements to Cash Buyers.

Will Pay the Highest Rates for Robes and Furs.

Will contract Freight from all Eastern Cities to all Points in the North-West. Will INSURE Goods via the Missouri River.

CHARLES RAYMOND,

MANUFACTURER OF

LOCK-STITCH & CHAIN-STITCH

SEWING

MACHINES,

To Work by Hand or Foot Power.

LIGHT RUNNING, BEST WORKMANSHIP, DURABLE,
WITH LATEST IMPROVEMENTS,

FOR HOME AND FOREIGN MARKETS.

Guelph, Ontario, - - Canada.

GENERAL AGENT FOR MANTOBA,

J. R. CLEMENTS,

WINNIPEG.

NORTHERN PACIFIC RAILROAD.

The only Bonded Line making connection with Canadian Steamers at
Duluth for

GRAND FORKS, FISHER'S LANDING,
ST. VINCENT, WINNIPEG;

—AND ALL POINTS IN—

MANITOBA

—ALSO FOR—

GLYNDON, FARGO, BISMARCK,

AND ALL POINTS IN

Dakota, Montana,

—AND THE—

BLACK HILLS.

Daily Express Trains with ELEGANT SLEEPING CARS attached, Duluth to Glyndon, connecting directly with St. Paul, Minneapolis and Manitoba Railway for WINNIPEG and all points

WEST OR NORTH OF GLYNDON.

ACTON BURROWS,

OFFERS FOR SALE

VALUABLE FARM LANDS

Town Lots & Water Privileges,

IN VARIOUS SECTIONS OF

MANITOBA

AND THE

NORTH-WEST TERRITORIES.

Having travelled extensively through the North-West, he has a thorough knowledge of the quality of the lands in the several districts. He intends spending the summer of 1880 in

SELECTING LANDS

For purchase, and is now prepared to arrange to make locations for persons wishing to secure valuable investments.

Money invested on first-class mortgage security at 12 per cent. per annum; interest payable half-yearly.

Communications may be addressed to

Mr. Burrows,

At either

OTTAWA OR WINNIPEG.

WINNIPEG, March, 1880.

THE MANITOBA
FREE PRESS,
DAILY AND WEEKLY.

Is the Oldest and Leading

Newspaper in

Manitoba.



combined.

Papers in the Province

Having more than double the
Circulation of all other

THE FREE PRESS

Is the Best Advertising Medium possible through which to
reach the people of Manitoba, and the best

NEWSPAPER TO READ TO GAIN INFORMATION

—ABOUT THE—

PRAIRIE PROVINCE.

**SUBSCRIPTION RATES:—Weekly, \$2.50 (Ten Shillings Sterling) per
Year; Daily, 25 cents per week. Advance Payment.**

ADVERTISING RATES:—Furnished upon Application.

**KENNY & LUXTON, PUBLISHERS,
WINNIPEG, MANITOBA.**

HUGH SUTHERLAND & BROS.,
CONTRACTORS
& BUILDERS,

DEALERS IN ALL KINDS OF

LUMBER, SHINGLES, LATHS,
DOORS, SASHES,
BLINDS, MOULDINGS, ETC.

PLANING MILL & FACTORY,

WATER ST., in rear of Methodist Church,
WINNIPEG.

BRANCH LUMBER YARDS

—AT—

Portage la Prairie and West Lynn.

GREAT WESTERN RAILWAY.


THE SHORT ROUTE


—BETWEEN THE—

EAST & THE WEST,

—CONNECTING AT—

Suspension Bridge and Buffalo with New York Central, and Hudson River, and Erie Railways for Rochester, New York, Boston and all points East. At Toronto with Grand Trunk, for Montreal, Quebec and all points in Lower Provinces; and at Detroit with Michigan Central, Detroit, Grand Haven and Milwaukee Railways, and Local Michigan Lines for Saginaw, Grand Rapids, Milwaukee, Chicago, St. Louis, San Francisco and all points in the Great West.

Through Wagner Palace Sleeping Cars between New York, Boston, Rochester, Detroit and Chicago. Splendid Day Coaches and Smoking Cars on all Express Trains.  This is the only line running the popular Dining Cars on Atlantic and Pacific Express Trains between Suspension Bridge and Chicago, in connection with Michigan Central Railway, furnishing Meals at uniform prices of seventy-five cents.

 The accommodation afforded by this

M A N I T O B A

Line to Families moving to Manitoba is first-class in every respect, and it is now admitted to be the cheapest and most popular route to the

NORTH WEST.

Passengers travelling by the Great Western Railway pass in full view of Niagara Falls (without change of cars or transfer of baggage) an advantage offered by no other Road.

WM. EDGAR,

General Passenger Agent.

F. BROUGHTON,

General Manager.

JARVIS & BERRIDGE,

(Successors to Macaulay & Jarvis.)

MANUFACTURERS OF AND DEALERS IN

Lumber, Shingles, Lath,

ETC., ETC.

**A FULL AND WELL ASSORTED STOCK ALWAYS
ON HAND.**

Flooring, Siding and Ceiling of all
grades. Sash and Doors of
every description.

CASH PRICES LOWEST in the MARKET.

Liberal Discounts to Builders and Contractors.

OFFICE AND LUMBER YARD,

Notre Dame St. East, Winnipeg, Man.

The Garden of the North-West.

THE LITTLE SASKATCHEWAN DISTRICT.

The settlement of the beautiful and fertile valley of the Little Saskatchewan, commenced in 1871, has proceeded so rapidly that thousands of prosperous farmers are now cultivating the magnificent lands of the district.

The country is undulating, is well watered, and has a surface soil of rich black loam, from five to eight feet deep, with clay sub-soil.

It produces the finest crops of wheat, oats, barley, beans, peas, potatoes, roots, hops, and vegetables.

There are already several thriving villages on the river, and the Odanah Land Syndicate is about to lay out a town at the point at which the Little Saskatchewan will be crossed by the main line of the

Canada Pacific Railway.

Near where the Post Office and Government Land Office have been situate for some time. Through Telegraph communication will be established this spring.

The Canadian Government has decided on the immediate construction of the Second Section of the Canada Pacific Railway, West of Winnipeg, which will pass through Odanah and be in operation in 1881. Several Railways, to act as feeders to the main line and converge at this point, are under motion.

The farms open for sale and settlement are in grass, bluffs of trees being picturesquely scattered over them, providing the settlers with timber for fuel, fencing, and building purposes. Years of labor are not required to cut away timber and render the land fit for cultivation. The sod can be ploughed in the spring, seed sown and roots planted, and crops secured in the autumn. The land produces an inexhaustible supply of hay, and thousands of cattle and sheep can be grazed.

The distance from Winnipeg, the present terminus of railway communication, is but 140 miles. Excellent waggon roads lead to the district, which will be supplied with railway communication next year. Actual Farm Settlers can secure

160—Acres Free—160

From the Government, with the right of purchasing 160 acres at a reduced rate. The Government offers the alternate sections for sale, without enforcing settlement.

The Syndicate owns a large and valuable tract of land at the Railway Crossing, and now offers several water privileges, and a large number of town lots for sale. Saw and Flouring Millers and other business men requiring locations, can obtain maps and further particulars by applying to

ROSS, ROSS & KILLAM,

Solicitors to the Syndicate,

WINNIPEG, MANITOBA.

WINNIPEG, March, 1880.

IMPORTANT

—TO—

INTENDING SETTLERS IN MANITOBA

SIXTY THOUSAND ACRES

—OF—

SELECT FARMING LANDS

*In the vicinity of Winnipeg, and the various
Settlements of the Province of Manitoba
and North-West, at the lowest
Cash Prices.*

FOR SALE BY

MESSRS. ROSS, ROSS & KILLAM,

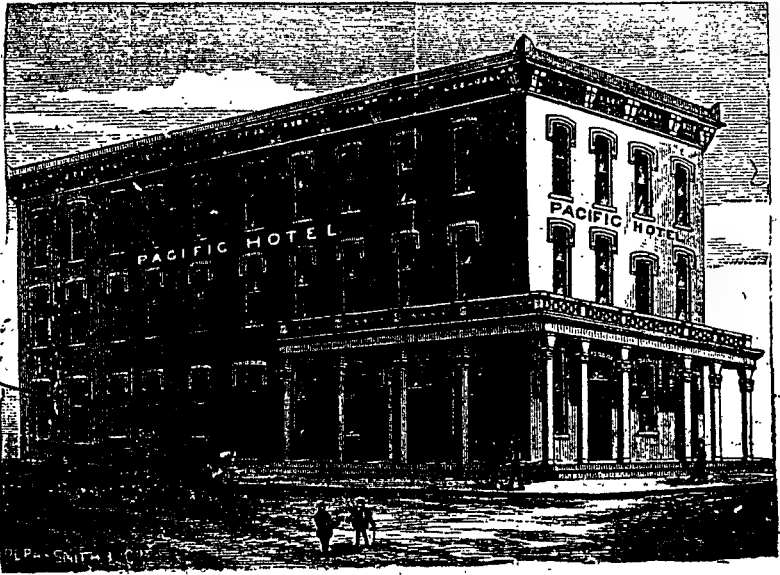
BARRISTERS, ETC..

WINNIPEG, MANITOBA.

Lands purchased on Commission. Good Titles.

March 1st, 1880.

PACIFIC HOTEL



THOMAS HAVERTY, Proprietor.

Main Street, Winnipeg, Manitoba.

This house has been finished and fitted up in first-class style and is now open to the public. Its situation is the finest in the city, being close to the steamboat landing and within easy distance of the principal business houses.

Particular attention paid to commercial men and tourists, and satisfaction guaranteed, both as to price and accommodation.



MICHIGAN CENTRAL RAILROAD.

—THE ONLY DIRECT—

ALL-RAIL ROUTE

—TO AND FROM ALL—

Canadian Cities and St. Paul, St. Vincent, St.
Boniface, Winnipeg, Fargo, Bismarck,
and all points in Manitoba and the
Northwest States & Territories.

Through Tickets via this Popular Route

Can be obtained at all principal Railway and Steamboat Offices in the United
States and Canadas, and at General Office, No. 153 Jefferson Ave.,
Detroit, where Sleeping and Parlour Car accommodations
can be secured by telegram or letter.

FOR ANY INFORMATION REGARDING THIS ROUTE APPLY TO

A. J. HARLOW, General Eastern Passenger Agent, 201 Washington St., Boston.
C. A. WARREN, Pass. and T'kt Agt. Detroit, Mich. | W. J. WILEY,
Travelling Agent, Toronto, Ont.

E. C. BROWN,
Assistant General Superintendent, Jackson.

H. B. LEDYARD,
General Manager, Detroit.

HENRY C. WENTWORTH,
General Passenger and Ticket Agent, Chicago.

W. H. LYONS,
President.

H. SWINFORD,
Sec.-Treas.

THE WINNIPEG & WESTERN Transportation Company

(LIMITED.)

Run Regular Daily Line Steamers between

WINNIPEG AND ST. VINCENT,

Making close connection with Trains on

St. Paul, Minneapolis & Manitoba R.R.,

—AND—

STEAMERS ON THE ASSINIBOINE RIVER,

TO ALL POINTS,

As long as Navigation will permit.

E. V. HOLCOMB, General Manager.



Government of Canada.

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5. As respects children under ten years of age, money may be deposited—

FIRSTLY—By a parent or friend as Trustee for the child, in which case the deposits can be withdrawn by the Trustee until the child shall attain the age of ten years, after which time repayment will be made only on the joint receipts of both Trustee and child.

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14. The Postmaster-General is always ready to receive and attend to all applications, complaints, or other communications addressed to him by depositors or others, relative to Post Office Savings Bank business.

15. A full statement of the Regulations of the Post Office Savings Bank may be seen at any Post Office in the Dominion, also in the *Official Postal Guide*.

POST OFFICE DEPARTMENT,
Ottawa, January, 1880.



CUSTOMS DEPARTMENT.

REGULATIONS GOVERNING TRAVELLERS' CARRIAGES, ETC., CROSSING THE FRONTIER.

To ensure uniformity at the frontier ports in dealing with "carriages of travellers and carriages laden with merchandise," and to afford the utmost facility to parties visiting the Dominion for transient purposes, consistent with the protection of the Revenue, the *Minister of Customs* has approved of the following "Regulations and Restrictions."

1st. Regular stages and hacks, when the owners or the drivers are known to the officers, may be allowed to cross the frontier and return, within two days, without being required to make an entry at the Custom House, subject only to the ordinary examination, search and inspection.

2nd. Travellers intending to remain within the Dominion for a longer period than two days are required in all cases to report and enter their horses, carriages and travelling equipage; and in cases where they do not intend to leave at the same point at which they enter, or are uncertain on that point, they will deposit with the Collector the full amount of duty on such horses, carriages, and other dutiable articles, to be returned only on their furnishing satisfactory evidence that the same articles have been returned unchanged to the United States. Travellers intending to leave at the port of entry may be allowed to enter as above, and, in lieu of cash, to give a bond, with an approved resident surety, covering the amount of duty, and with the additional condition that such bond shall be enforced if the time specified therein be exceeded.

3rd. The time to be allowed travellers in either case shall not exceed one calendar month; and if that time be exceeded, the entries shall be considered *bona fide* entries for duty, and be included in the accounts of the port.

4th. All moneys received by Collectors on deposit, under the above regulations, shall be, if possible, deposited *ad interim* in a bank, in the Collector's name; and if there is no bank available, then in some other place of security under the Collector's credit, and a separate account of the receipt and disposal of such deposit should be sent quarterly to the Department.

5th. The entries in such case should contain such a description of the horses, carriages, etc., as would enable the Collector or other officer to identify them on their leaving the Dominion, and a copy shall be furnished the owner or other person making such entry, which shall be his permit for travelling in the country.

J. JOHNSON,

Commissioner of Customs.

CUSTOMS DEPARTMENT,

Ottawa, January 1st, 1879.



DOMINION OF CANADA GOVERNMENT RAILWAY.

INTERCOLONIAL SYSTEM.

Connecting at Halifax (in winter) and Rimouski (in summer) with the
Powerful First Class Steamships of the

ALLAN ROYAL MAIL LINE,

TO AND FROM LIVERPOOL WEEKLY.

At St. John, N. B., with the St. John and Maine Railway,—and Inter-
national Steamship Line to and from Portland, Boston,
New York, and all points in

NEW ENGLAND STATES.

At Pictou and Point du Chene with the Prince Edward Steam Nav.
Coy. Steamers to and from Charlottetown, Georgetown and Summerside,
during navigable season, and from these points to all stations on the

PRINCE EDWARD ISLAND RAILWAY SYSTEM.

At Point Levis, (Quebec,) connections are made with the

GRAND TRUNK RAILWAY

To all points between Portland and Chicago. And there with the C. &
N. W., C. M. & St. P. Railway, to St. Paul, and from St. Paul with the
St. P. & P., to St. Vincent, where connections are made with the

CANADIAN PACIFIC RAILWAY

—FOR—

MANITOBA and the GREAT NORTH WEST TERRITORY.

Through rates for Passengers and Freight can be obtained on application.

MANITOBA.

The Shortest and Cheapest Way to go is by the

Collingwood Line,

Splendid Powerful Steamers built specially for Lake Superior.

CITY OF OWEN SOUND, FRANCIS SMITH, CITY OF WINNIPEG.
(900 Tons.) (850 Tons.) (900 Tons.)

THE ROUTE.—The best way to travel is by the Quick Lake Route. The time through is about the same as "all rail," while you arrive at the end of your journey benefitted by the trip.

LOOK AT THE MAP.—The Collingwood Line Route.

Is the NEAREST to the Lake by 70 miles from any place in Ontario, East of Guelph.

Is the INSIDE ROUTE, giving pleasant calm sailing along the sheltered route of the Georgian Bay and Great North Manitoulin Channel.

Is the SHORTEST, being 100 miles shorter by Lake than any other to Duluth, Duluth is nearer Winnipeg than St. Paul, so take the Collingwood Lake Route, and save ONE THOUSAND MILES of Railway travel.

THE CONNECTIONS.

At Toronto, the Grand Trunk trains connect with the Northern Railway, where porters are in attendance to look after baggage, without expense or trouble. Check your baggage to Toronto. Carloads of Household Goods or Live Stock are sent through to Collingwood without any change.

At Hamilton, the Great Western connects with the Hamilton and North-Western Railway, whose trains run through direct from Port Dover to Collingwood.

At Collingwood, the Trains run down the Dock alongside the Steamers, this makes a saving for each family going *via* Collingwood, of at least three or four dollars.

At Duluth, the Dock and Railway Station are alongside, and your baggage is put on board the Northern Pacific cars free—now that the Railway to Winnipeg is finished, you go right through by train to Winnipeg.

THE ACCOMMODATION.—You have first-class cars on the Northern Railway. Steerage berths are provided on the Steamers, with separate accommodations for women and children. Hot water for tea supplied free. Hot meals at 25c. each. Bring your own bedding and eating utensils, and make yourself comfortable.

BAGGAGE.—150 lbs. of Emigrant effects will be taken free with each full ticket. Our Agent at Duluth, Mr. J. T. Rose, will meet the Steamer, and without charge assist you in attending to your baggage.

RATES.—This Route will always be the CHEAPEST. Families will save from \$25 to \$30 each as against going by All-Rail. Children under 5 years taken free, from 5 to 12-half fare, over 12 full fare.

SPECIAL EXCURSIONS by Special Trains on the Northern and Hamilton and North-Western Railways will be made up for parties at rates far lower than in any other way, and the carloads of freight and goods for these parties will be sent forward together.

It is agreed by everybody that the CHEAPEST way to get to Manitoba is by water; now this Collingwood Route being sheltered for half the way, it is the pleasantest, and it takes now only one day longer than "All-Rail."

When the Canada Pacific is opened via Thunder Bay, this will be the "Bee Line," and quickest route whether Lake or Rail.

EUROPEAN IMMIGRANTS.

When exchanging or purchasing Tickets on board ship or at Quebec, will ask for and obtain Tickets via Collingwood.

For all information apply to all Grand Trunk and Royal Mail Line Agents, and

BARLOW CUMBERLAND,

General Traffic Agent, Collingwood Line,

35 YONGE STREET, TORONTO.

HARDWARE.

MULHOLLAND BROTHERS

323 Main Street, Winnipeg, Man.,

Keep constantly on hand a large and well-assorted stock of

Shelf & Heavy Hardware,

STOVES & TINWARE.

CUTLERY OF THE BEST MAKES. Nickel, Silver and Silver-plated Spoons and Forks.

BUILDERS' HARDWARE.

Carpenters' Tools, with a full assortment of Disston's celebrated Saws. Building Paper, tarred and plain; Carpet Felt.

Coal Oil Lamps.

Harvesting Tools.

Scythes, Snaths, Cradles, Forks, Hoes, Shovels, Spades, Jowitt's Renowned Files, Axes, Cross Cut Saws, Belting, Lace Leather, Soap Stone and other Packing. Manilla Rope, Deep Sea Line, Twine, Oakum, Traps, Camp Outfits.

Guns of finest English Makes. Cartridge Cases, Ammunition. Paints, Colours, Glue, Oils, Linseed (raw and boiled), Lard, Seal, Tanners, Lubricating, Turpentine, Japan, Varnishes, Glass, Putty.

Out Nails, Clinch Nails, Blacksmith and Carriage Makers' Supplies, Horse Nails, Horse Shoes, Carriage Springs, Axles, Cast Steel, Spring Steel, Bar, Band, Hoop Iron, Chains, Anvils, Vices, Iron Tubing, Lead Pipe, Grindstones.

Immigrants will save considerably by buying from us, as we make their Outfits a specialty.

Tinware Manufactured on the Premises.

FENCE-WIRE.

Sole Agents in Manitoba and the North-West for the best Steel Galvanized Barbed Fence-wire manufactured.

MULHOLLAND BROTHERS, WINNIPEG, MANITOBA.

STOBART, EDEN & CO

SOLE IMPORTERS OF

Foreign and American Dry Goods.



Wholesale and Retail Trade, and
General Commission Agents, for
Foreign and American Goods, and
Clothing, and all the latest
fashions.

Corner of 4th Main Street, Winnipeg.

STOBART, EDEN & COMPANY, LTD.

ODANAH.

The Odanah Land Syndicate.

Owners of a large tract of land in the fertile valley of the Little Saskatchewan, North West Territories of Canada, have decided to establish a town at the point upon that river which the Government has selected for the crossing of the Canada Pacific Railway.

The Syndicate has instructed its Surveyor to immediately lay out town lots, which will be placed on the market at an early date.

Odanah is beautifully situated in the centre of a best agricultural district, which is nearly all settled by well-to-do farmers.

THE LITTLE SASKATCHEWAN.

A powerful and rapid stream of thoroughly pure water flows through the Syndicate's property. It affords excellent water power and offers unequalled inducements to Saw and Flour Mills, Manufacturers, etc. Water privileges will be disposed of on reasonable terms.

Among the many advantages possessed by Odanah, it may be mentioned that the main trail to the Great Saskatchewan passes through it. The main line of the Canadian Pacific Railway crosses the Syndicate's property in a diagonal direction. A Post Office, with regular mail communication, has been established. The Manitoba Telegraph Company's line, already in operation to Portage la Prairie, will be extended to Odanah this spring. The Government Land Office for the Saskatchewan District is on the site of the new town, which is the only point on the river which will be touched by the Canadian Pacific Railway. It will have direct communication with the railway systems of Canada and the United States in 1881.

Business men desiring to establish themselves in a beautiful locality, rich in natural grandeur, and so situate as to command the trade of one of the most productive districts in the North West, will find the Syndicate prepared to deal with them on liberal terms.

Arrangements have been made for a plentiful supply of building lumber at reasonable rates.

For Maps and further particulars, apply to

ROSS, ROSS & KILLAM,

Solicitors to the Syndicate.

Winnipeg, March, 1880.

WINNIPEG, MANITOBA.

